U.S. Terminal Procedures Publication
Northeast (NE) Vol 1 of 4

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02 DEC 2021

Consult the Change Notice (CN) effective 04 NOV 2021 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
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD  20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

For procurement:
For digital products, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

For a list of approved FAA print providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at https://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.
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular 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 glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*+/2200*#

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>⅛ mile</td>
</tr>
</tbody>
</table>
**TERMS/LANDING MINIMA DATA 20142**

**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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352</td>
<td>24</td>
<td>200</td>
<td>(200-1/2)</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540/1</td>
<td>1640/1</td>
<td>1640/1½</td>
<td>1740/2</td>
</tr>
<tr>
<td>HAT</td>
<td></td>
<td></td>
<td>461 (500-1½)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

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

**COPPER MINIMA ONLY**

<table>
<thead>
<tr>
<th>COTPER</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>680-½</td>
<td>363 (400-½)</td>
</tr>
</tbody>
</table>

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.

**COLD TEMPERATURE AIRPORTS**

**NOTE:** A symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

**COLD TEMPERATURE ERROR TABLE**

**HEIGHT ABOVE AIRPORT IN FEET**

<table>
<thead>
<tr>
<th>REPORTED TEMP ºC</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td></td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>150</td>
<td>200</td>
<td>290</td>
</tr>
<tr>
<td>-20</td>
<td>30</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>150</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>280</td>
<td>380</td>
<td>570</td>
<td>760</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>570</td>
<td>760</td>
<td>950</td>
</tr>
<tr>
<td>-50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

*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.*

**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. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima.

For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

**MANEUVERING TABLE**

<table>
<thead>
<tr>
<th>Speed (Knots)</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
<td></td>
</tr>
</tbody>
</table>
TERMS/LANDING MINIMA DATA 19339

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 symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

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 symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

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 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1600</td>
<td>1/2</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
</tbody>
</table>

RVR (feet) | Visibility (SM) |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>2400</td>
<td>1/2</td>
</tr>
<tr>
<td>2600</td>
<td>½</td>
</tr>
<tr>
<td>3000</td>
<td>½</td>
</tr>
<tr>
<td>3200</td>
<td>½</td>
</tr>
</tbody>
</table>

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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 500-1.

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
- I 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".

TERMS/LANDING MINIMA DATA 19339
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 contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

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.

FAA Procedure Amendment Number Orig 31DEC09 Procedure Amendment Effective Date

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. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

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 are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are 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 20142

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).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure’s navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure’s PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

- From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1 GPS from MAP to YARKU.
- DME required for LOC only.
- Circling to Rwy 25 NA at night.
- For inop MALSR increase S-ILS 16R all cats visibility to 2 1/2 SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

- RNAV 1 - DME/DME/IRU or GPS
- RADAR required

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., ☒, ☐, ☐
2. Approach lighting systems that do not bear a system identification are indicated with a negative " " beside the name. A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., ☐★

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

KEY MIKE

- 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)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
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<tr>
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<td>No Procedure Turn Required</td>
</tr>
<tr>
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<td>(Procedure Turn shall not be executed without ATC clearance)</td>
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### Abbreviations

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<thead>
<tr>
<th>Abbreviation</th>
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<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
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<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
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<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
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</table>

**NE-1, 07 OCT 2021 to 02 DEC 2021**
INSTRUMENT APPROACH PROCEDURES (CHARTS)

LEGEND

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track
Missed Approach
Visual Flight Path

Procedure Turn
(Type degree and point of
turn optional)

3100 NoPT 5.6 NM to GS Intcpt

Minimum Route
Altitude
Feeder Route
Mileage

045°
3100

(14.2 to LOM)
(15.1)

HOLDING PATTERNS

Hold-in-lieu of
Procedure Turn

HOLD 8000
Arrival
090°

4 NM
270°

090°

1 min
090°

Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

Fixes/ATC Reporting Requirements

Reporting Point

Name (Compulsory)
Name (Non-Compulsory)

Intersection

Waypoint

Waypoint (Compulsory)
Waypoint (Non-Compulsory)

Flyover Point

Map WP

(Flyover)

Computer Navigation Fix (CNF) - No ATC Function

x (NAME) (*x* omitted when it conflicts with runway pattern)

DME Distance

From Facility

ARC/DME/RNAV Fix

R-198

Radial line and value

LR-198

Lead Radial

LB-198

Lead Bearing

Altitudes

3500 Mandatory Altitude
2300 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
3000 Mandatory Block
3000 Altitude

Indicated Airspeed

175K
120K
230K
180K

Mandatory Airspeed
Minimum Airspeed
Maximum Airspeed
Recommended Airspeed

Radio Aids to Navigation

Compulsory:

VOR
VORTAC
DME
NDB
NDB/DME

Non-Compulsory:

VOR/DME
TACAN
NDB
NDB/DME

Lom/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker Beacons that are not specifically part of
the procedure.

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.)

Fixes/ATC Reporting Requirements

Reporting Point

Name (Compulsory)
Name (Non-Compulsory)

Intersection

Waypoint

Waypoint (Compulsory)
Waypoint (Non-Compulsory)

Flyover Point

Map WP

(Flyover)

Computer Navigation Fix (CNF) - No ATC Function

x (NAME) (*x* omitted when it conflicts with runway pattern)

DME Distance

From Facility

ARC/DME/RNAV Fix

R-198

Radial line and value

LR-198

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Lead Bearing

Altitudes

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2300 Minimum Altitude
4300 Maximum Altitude
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3000 Mandatory Block
3000 Altitude

Indicated Airspeed

175K
120K
230K
180K

Mandatory Airspeed
Minimum Airspeed
Maximum Airspeed
Recommended Airspeed

Radio Aids to Navigation

Compulsory:

VOR
VORTAC
DME
NDB
NDB/DME

Non-Compulsory:

VOR/DME
TACAN
NDB
NDB/DME

Lom/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker Beacons that are not specifically part of
the procedure.

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

LMM

LIMA

14.5 LIM

Chan 92

S12° 00.80’

W77° 07’ 00’

248 NT

VHF

Paired Frequency

Computer Navigation Fix (CNF) - No ATC Function

x (NAME) (*x* omitted when it conflicts with runway pattern)
**LEGEND 21112**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**MINIMUM SAFE ALTITUDE (MSA)**

- Facility Identifier
- Airport Identifier

- MSA CW 25 NM
  - 180°
  - 1500
  - 2200
  - 270°
  - 4500
  - 2500
  - 360°

(arrows on distance circle identify sectors)

**TERMINAL ARRIVAL AREA (TAA)**

- 2000
- 4200
- 090°
- 270°

**MISCELLANEOUS**

- VOR Changeover Point
- RWY 15 S12° 00.52' W77° 06.91'
- 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
- Heliport
- Joint (Civil-Military)

**SPECIAL USE AIRSPACE**

- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area

**OBSTACLES**

- Spot Elevation
- Obstacle
- Highest Obstacle
- Group of Obstacles
- Doubtful accuracy
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°.

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°.

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: \( \approx 3.00° \). On Copter procedures this is depicted in the following format: \( 7.30° \).

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

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**LEGEND**

**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

**RADIO AIDS TO NAVIGATION**

- **Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **Non-Compulsory:**
  - VOR
  - VORTAC
  - DME
  - NDB/DME

- **Legend:**
  - LMM, LOM (Compass locator)
  - Marker Beacon
  - Localizer Front Course (Shading on left)
  - SDF Course

- **(T)** indicates frequency protection range
- **(Y)** TACAN must be placed in "Y" mode to receive distance information
- **Underline** indicates no voice transmitted on this frequency

**FIXES/ATC REPORTING REQUIREMENTS**

- Reporting Points
  - N00°00.00' W00°00.00'
- Fix-Compulsory and Non-Compulsory Position Report
- **DME fix**
- **Obvious DME** (DME mileage matches route mileage)
- **WAYPOINT** (Compulsory)
- **WAYPOINT** (Non-Compulsory)
- **FLYOVER POINT**

- **Computer Navigation Fix (CNF) - No ATC Function**
  - (JEHNN)
  - N00°00.00' W00°00.00'

**AIRPORTS**

- **Civil**
- **Military**
- **Joint (Civil-Military)**

Airports not served by the procedure shown in screened color

**ROUTES**

- **MAA FL200** Maximum Authorized Altitude
- **4500** MEA-Minimum Enroute Altitude
- ***3500** MOCA-Minimum Obstruction Clearance Altitude
- **270°** Arrival Route

- **(65)** Mileage between Radio Aids, Reporting Points, and Route Breaks

- **R-275** Transition Route

- **V12** Airway/Jet Route Identification

**SPECIAL USE AIRSPACE**

- **R-Restricted**
- **W-Warning**
- **P-Prohibited**
- **A-Alert**
- **MOA-Military Operations Area**

**ALTIMETRIES**

- **5500** Mandatory Altitude (Cross at)
- **2300** Minimum Altitude (Cross at or above)
- **4800** Maximum Altitude (Cross at or below)

- **15000** Block Altitude
- **12000** Altitude change at other than Radio Aids to Navigation

**INDICATED AIRSPEED**

- **175K** Mandatory Airspeed
- **120K** Minimum Airspeed
- **250K** Maximum Airspeed

**MISCELLANEOUS**

- **Changeover Point**
- **Air Defense Identification Zone**
  - Ldg KLAS and KHND
  - Ldg Rwys 16L/C/R

**N**

- Indicates True North is not aligned to the top of the page

- **Terminus identifier**
**RADIO AIDS TO NAVIGATION**

**Compulsory:**
- VOR
- VORTAC
- DME
- NDB
- NDB/DME

**Non-Compulsory:**
- VOR
- VORTAC
- DME
- NDB
- NDB/DME

*LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.)*

**Marker Beacon**

**Localizer Front Course**

**SDF Course**

**Frequency**

**Geographic Position**

**Layered Radar Display**

**FIXES/ATC REPORTING REQUIREMENTS**

- **Reporting Points**
  - N00°00.00' W00°00.00'
  - Chan 59 (Y)
  - ORLANDO

- **DME fix**
  - 75°

- **Waypoint**
  - Compulsory
  - Non-Compulsory

- **Waypoint**
  - Non-Compulsory

- **Flyover Point**

- **X Computer Navigation Fix (CNF) - No ATC Function**
  - N00°00.00' W00°00.00'

**INDICATED AIRSPEED**

- 175K
- 120K
- 250K

**AIRPORTS**

- Civil
- Military
- Heliport
- Joint (Civil-Military)

**MINIMUM SAFE ALTITUDE (MSA)**

- 4500
- 4400
- 4300
- 4200
- 4100
- 4000
- 3900
- 3800
- 3700
- 3600
- 3500
- 3400
- 3300
- 3200
- 3100
- 3000
- 2900
- 2800
- 2700

**Routes**

- 4500 MEA
- 3500 MOCA
- 270° Departure Route

**Special Use Airspace**

- R-Restricted
- W-Warning
- P-Prohibited
- A-Alert
- MOA-Military Operations Area

**Altitudes**

- 5500 Mandatory Altitude (Cross at)
- 2300 Minimum Altitude (Cross at or above)
- 4800 Maximum Altitude (Cross at or below)
- 5000 Top Altitude

** takeoff minimums and (obstacle) departure procedures entry published.**
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/ AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Water Runway

ARRESTING SYSTEM
- (EMAS)

REFERENCE FEATURES
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- 24-Hour Self-Serve Fuel
- Tanks
- Obstructions
- Airport Beacon #
- Runway
- Radar Reflectors
- Control Tower #
- TWR

# 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.

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)
- 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
- Airports 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.

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

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

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

- **TDZ/CL**
- **RUNWAY CENTERLINE LIGHTS**

**OPENING OF TDZ/CL will be shown by**

**NOTE** in SKETCH e.g. "TDZ/CL Rwy 15".

**APPROACH LIGHTING SYSTEMS**

- **ALSF-2**
- **(High Intensity)**
  - LENGTH 2400/3000 FEET
- **ALSF-1**
- **(High Intensity)**
  - LENGTH 2400/3000 FEET

**SHORT APPROACH LIGHTING SYSTEM**

- **SALS/SALSF**
  - **(High Intensity)**
  - **SAME AS INNER 1500’ OF ALSF-1**

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

- **SSALR**
  - **(High Intensity)**
  - **LENGTH 2400/3000 FEET**

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

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

- **ODALS**
- **36’ THRESHOLD**
- **SEQUENCED FLASHING LIGHTS**
  - **LENGTH 1500 FEET**

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI**
  - **VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED**
  - **ALL LIGHTS WHITE TOO HIGH**
  - **FAR LIGHTS RED NEAR LIGHTS WHITE**
  - **ON GLIDE SLOPE**
  - **ALL LIGHTS RED TOO LOW**

**VISUAL APPROACH SLOPE INDICATOR**

- **VASI 2**
- **VASI 4**
- **VASI 6**
- **VASI 16**
  - **36’ THRESHOLD**
  - **36’ THRESHOLD**

**LEGEND**

15344

11
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, , , etc.

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

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**APPROACH LIGHTING SYSTEM - UNITED STATES**

**P**

**PRECISION APPROACH PATH INDICATOR**

**PAPI**

![Precision Approach Path Indicator Diagram]

Legend: ● White ■ Red

**V1**

**"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": CROSS UNDERSHOOT.

**V2**

**PULSATING VISUAL APPROACH SLOPE INDICATOR**

**PVASI**

![Pulsating Visual Approach Slope Indicator Diagram]

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.

**V4**

**TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

**TRCV**

![Tri-Color Visual Approach Slope Indicator Diagram]

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

**V6**

**ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**

![Alignment of Elements Systems Diagram]

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

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See the Chart Supplement for a complete listing.
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ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum cruise 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. An entry may also be listed that contains only Takeoff Obstacle Notes. 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 textually 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 Visual Climb 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. Minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile. (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.

**AUBURN/LEWISTON, ME**

**AUBURN/LEWISTON MUNI (LEW)**

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

**AMDT 5A 06DEC18 (18340) (FAA)**

**TAKEOFF MINIMUMS:**

Rwy 17, 500-2/4 or std. w/min. climb of 266 feet per NM to 900.

Rwy 22, std. w/min. climb of 312 feet per NM to 1500, or 1200-2/4 for climb in visual conditions.

**DEPARTURE PROCEDURE:**

Rwy 17, climb on heading 165° to 900 before turning northeast.

Rwy 22, climb to 1500 direct LE LOM. Cross LE LOM at or above 1500 before turning southwest.

VCOA:

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Auburn/Lewiston Muni at or above 1500 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

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/288' MSL. Abandoned aircraft 36' from DER, 451' right of centerline, 18' AGL/288' MSL. Pole 148' from DER, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from DER, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from DER, 306' right of centerline, 11' AGL/267' MSL. 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. Tree 575' from DER, 175' left of centerline, 39' AGL/322' MSL. Tree 881' from DER, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from DER, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from DER, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from DER, 302' right of centerline, 0' AGL/299' MSL. Road 631' from DER, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from DER, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from DER, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from DER, 4211' left of centerline, 193' AGL/752' MSL.

**CON’T**
AUBURN/LEWISTON, ME (CON’T)

AUBURN/LEWISTON MUNI (CON’T)

Rwy 22, tree 4322’ from DER, 1403’ right of centerline, 87’ AGL/439’ MSL.  
Tree 4970’ from DER, 616’ left of centerline, 62’ AGL/414’ MSL.  
Tree 5547’ from DER, 633’ right of centerline, 86’ AGL/428’ MSL.  
Tree 5242’ from DER, 1108’ right of centerline, 51’ AGL/419’ MSL.  
Tree 3040’ from DER, 993’ left of centerline, 74’ AGL/363’ MSL.  
Ground 4784’ from DER, 88’ right of centerline, 0’ AGL/404’ MSL.  
Ground 3902’ from DER, 811’ right of centerline, 0’ AGL/375’ MSL.  
Tree 3189’ from DER, 500’ right of centerline, 73’ AGL/352’ MSL.  
Rwy 35, tree 1877’ from DER, 357’ left of centerline, 104’ AGL/344’ MSL.  
Tree 870’ from DER, 380’ right of centerline, 72’ AGL/312’ MSL.  
Tree 1146’ from DER, 378’ left of centerline, 77’ AGL/317’ MSL.  
Tree 1520’ from DER, 170’ right of centerline, 62’ AGL/302’ MSL.

AUGUSTA, ME

AUGUSTA STATE (AUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  21MAY20  (20142)  (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 300-1-½ or std. w/min. climb of 273’ per NM to 600.  
Rwy 17, 300-1-½ or std. w/min. climb of 290’ per NM to 600.  
Rwy 26, 400-1-½ or std. w/min. climb of 313’ per NM to 800.

DEPARTURE PROCEDURE:

Rwy 26, climb on heading 260° to 800 before turning right.  
Rwy 35, climb on heading 351° to 1000 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees, fence, pole beginning 25’ from DER, 48’ right of centerline, up to 100’ AGL/445’ MSL.  
Tree 117’ from DER, 322’ left of centerline, 100’ AGL/442’ MSL.  
Trees beginning 310’ from DER, 15’ left of centerline, up to 100’ AGL/445’ MSL.  
Tower 5173’ from DER, 1865’ left of centerline, 156’ AGL/527’ MSL.  
Rwy 17, tree 102’ from DER, 289’ right of centerline, 30’ AGL/351’ MSL.  
Poles, vehicle on road, building beginning 107’ from DER, 250’ left of centerline, up to 31’ AGL/376’ MSL.  
Pole 594’ from DER, 355’ left of centerline, 42’ AGL/387’ MSL.  
Tree 707’ from DER, 599’ left of centerline, 66’ AGL/413’ MSL.  
Rwy 26, trees beginning 10’ from DER, 16’ right of centerline, up to 100’ AGL/442’ MSL.  
Trees beginning 152’ from DER, 13’ left of centerline, up to 100’ AGL/442’ MSL.  
Trees beginning 2071’ from DER, 47’ left of centerline, up to 100’ AGL/445’ MSL.  
Trees beginning 5728’ from DER, 19’ right of centerline, up to 186’ AGL/573’ MSL.  
Trees beginning 1 NM from DER, 19’ left of centerline, up to 100’ AGL/511’ MSL.  
Trees beginning 1 NM from DER, 185’ right of centerline, up to 100’ AGL/530’ MSL.  
Trees beginning 1.1 NM from DER, 83’ left of centerline, up to 100’ AGL/540’ MSL.  
Trees beginning 1.2 NM from DER, 44’ left of centerline, up to 100’ AGL/543’ MSL.  
Trees beginning 1.4 NM from DER, 838’ right of centerline, up to 100’ AGL/583’ MSL.  
Tree 1.4 NM from DER, 569’ right of centerline, 100’ AGL/593’ MSL.  
Trees, towers beginning 1.4 NM from DER, 135’ right of centerline, up to 180’ AGL/665’ MSL.  
Enter 1.5 NM from DER, 1403’ right of centerline, 199’ AGL/658’ MSL.

BANGOR, ME

BANGOR INTL (BGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  27APR17  (17117)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 1694’ from DER, 868’ left of centerline, 56’ AGL/215’ MSL.  
Trees beginning 2436’ from DER, 1116’ left of centerline, up to 89’ AGL/271’ MSL.  
Tree 3958’ from DER, 1371’ left of centerline, 87’ AGL/278’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BAR HARBOR, ME
HANCOCK COUNTY-BAR HARBOR (BHB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 07MAR13 (13066) (FAA)

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

TAKEOFF OBSTACLE NOTES:
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. 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, 665' right of centerline up to 60' AGL/146' MSL.

BARRE-MONTPELIER, VT
EDWARD F. KNAPP STATE (MPV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 13NOV14 (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.

Rwy 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.

TAKEOFF OBSTACLE NOTES:
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. Trees beginning 347' from DER, crossing centerline, up to 33' AGL/1243' MSL. Trees 1898' from DER, 726' right of centerline, up to 100' AGL/1387' MSL. Trees 1970' from DER, 539' right of centerline, up to 27' AGL/1334' MSL. Navaid 2088' from DER, up to 7' AGL/1172' 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 663' from DER, 426' left of centerline, up to 37' AGL/1159' MSL. Tower 615' from DER, 560' left of centerline, up to 68' AGL/1195' MSL. Rod 615' from DER, 560' left of centerline, up to 68' 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 2887' 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 3208' 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, 258' 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, 07 OCT 2021 to 02 DEC 2021

**BELFAST, ME**

**BELFAST MUNI (BST)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 10MAY07 (07130) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1/2 or std. with a min. climb of 219’ per NM to 600.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 136° to 900 before turning south.

TAKEOFF OBSTACLE NOTES:

Rwy 33, light pole 1955’ from DER, 510’ left of centerline, 100’ AGL/297’ MSL.

Multiple trees beginning 1.4 NM from DER, 510’ left of centerline, up to 95’ AGL/297’ MSL.

**BENNINGTON, VT**

**WILLIAM H. MORSE STATE (DDH)**

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (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.

TAKEOFF OBSTACLE NOTES:

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

BERLIN, NH
BERLIN RGNL (BML)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 21MAY20 (20142) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb of 450' per NM to 1500 or 3300-3 for climb in visual conditions.
Rwy 36, std. w/min. climb of 491' per NM to 2400 or 3300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, climbing on heading 175° to 1500 before proceeding on course.
Rwy 36, climbing on heading 355° to 2400 before proceeding on course.
VCOA:
Rwys 18, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Berlin RGNL Airport at or above 4300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 19' from DER, 190 right of centerline, up to 91' AGL/1191' MSL.
Trees and utility lines beginning 44' from DER, 361' left of centerline, up to 28' AGL/1156' MSL.
Trees beginning 1987' from DER, left to right of centerline up to 86' AGL/1237' MSL.
Trees beginning 3061' from DER, left to right of centerline, up to 100' AGL/1256' MSL.
Trees beginning 3778' from DER, left to right of centerline, up to 58' AGL/1281' MSL.
Trees and tower beginning 4380' from DER, 381' right of centerline, up to 59' AGL/1379' MSL.
Trees beginning 4632' from DER, left to right of centerline, up to 114' AGL/1393' MSL.

BETHEL, ME
BETHEL RGNL (0B1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 405' per NM to 3700 or 3400-3 for climb in visual conditions.
Rwy 32, 3400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 14, climb heading 143° to 3000 before proceeding on course.
VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bethel Rgnl airport at or above 3900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 1' from DER, 264' left of centerline, up to 676' MSL.
Building 23' from DER, 367' right of centerline, 26' AGL/671' MSL.
Transmission line and pole beginning 180' from DER, 513' right of centerline, up to 48' AGL/690' MSL.
Trees beginning 202' from DER, 283' left of centerline, up to 731' MSL.
Tree 292' from DER, 527' right of centerline, 766' MSL.
Trees beginning 419' from DER, 18' right of centerline, up to 769' MSL.
Tree 556' from DER, 538' left of centerline, 733' MSL.
Trees beginning 717' from DER, 252' left of centerline, up to 736' MSL.
Tree 1194' from DER, 729' left of centerline, 743' MSL.
Tree 1273' from DER, 519' left of centerline, 744' MSL.
Trees and building beginning 1322' from DER, 10' left of centerline, up to 765' MSL.
Tree 1.2 NM from DER, 2402' right of centerline, 860' MSL.
Tree 1.3 NM from DER, 2738' right of centerline, 869' MSL.
Tree 1.4 NM from DER, 2309' right of centerline, 871' MSL.
Tree 1.4 NM from DER, 2421' right of centerline, 877' MSL.
Trees beginning 1.4 NM from DER, 2440' right of centerline, up to 882' MSL.
Tree 1.4 NM from DER, 2657' right of centerline, 885' MSL.
Tree 1.4 NM from DER, 2497' right of centerline, 887' MSL.
Tree 1.5 NM from DER, 2635' right of centerline, 891' MSL.
Tree 1.5 NM from DER, 2714' right of centerline, 894' MSL.
Tree 1.6 NM from DER, 2969' right of centerline, 909' MSL.
Tree 1.7 NM from DER, 3141' right of centerline, 926' MSL.
Trees beginning 1.7 NM from DER, 3098' right of centerline, up to 942' MSL.
Tree 1.8 NM from DER, 3343' right of centerline, 948' MSL.
Trees beginning 1.8 NM from DER, 3392' right of centerline, up to 956' MSL.
Tree 1.9 NM from DER, 3580' right of centerline, 962' MSL.
Tree 1.9 NM from DER, 3667' right of centerline, 985' MSL.
Rwy 32, tree 75' from DER, 311' left of centerline, 746' MSL.
Trees beginning 90' from DER, 10' left of centerline, up to 769' MSL.
Trees beginning 464' from DER, 463' right of centerline, up to 725' MSL.
Tree 783' from DER, 565' right of centerline, 730' MSL.

CONT
NE-1, 07 OCT 2021 to 02 DEC 2021

BETHEL, ME (CONT’)

BETHEL RGNL (0B1) (CONT’)

Trees beginning 4351’ from DER, 20’ right of centerline, up to 807’ MSL.

Trees beginning 2.5 NM from DER, 782’ right of centerline, up to 2488’ MSL.

Trees beginning 2.5 NM from DER, 462’ right of centerline, up to 2431’ MSL.

Trees beginning 2.4 NM from DER, 880’ right of centerline, up to 2269’ MSL.

Trees beginning 2.5 NM from DER, 1659’ right of centerline, up to 2373’ MSL.

Trees beginning 2.4 NM from DER, 2081’ right of centerline, up to 2397’ MSL.

Trees beginning 2.5 NM from DER, 462’ right of centerline, up to 2431’ MSL.

Trees beginning 2.5 NM from DER, 782’ right of centerline, up to 2488’ MSL.

Trees beginning 1.4 NM from DER, 1015’ right of centerline, up to 1694’ MSL.

Trees beginning 1.3 NM from DER, 1050’ right of centerline, up to 1656’ MSL.

Trees beginning 1.2 NM from DER, 1089’ right of centerline, up to 1638’ MSL.

Trees beginning 1.1 NM from DER, 1128’ right of centerline, up to 1607’ MSL.

Trees beginning 1.0 NM from DER, 1168’ right of centerline, up to 1581’ MSL.

Trees beginning 0.9 NM from DER, 1208’ right of centerline, up to 1555’ MSL.

Trees beginning 0.8 NM from DER, 1248’ right of centerline, up to 1530’ MSL.

Trees beginning 0.7 NM from DER, 1288’ right of centerline, up to 1507’ MSL.

Trees beginning 0.6 NM from DER, 1328’ right of centerline, up to 1486’ MSL.

Trees beginning 0.5 NM from DER, 1368’ right of centerline, up to 1467’ MSL.

Trees beginning 0.4 NM from DER, 1408’ right of centerline, up to 1450’ MSL.

Trees beginning 0.3 NM from DER, 1448’ right of centerline, up to 1435’ MSL.

Trees beginning 0.2 NM from DER, 1488’ right of centerline, up to 1413’ MSL.

Trees beginning 0.1 NM from DER, 1528’ right of centerline, up to 1392’ MSL.

Trees beginning 0.0 NM from DER, 1568’ right of centerline, up to 1374’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEVERLY, MA
BEVERLY RGNL (BVY)

AMDT 3B 01MAR18 (18060) (FAA)

TAKEOFF OBSTACLE NOTES:

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Rwy 27, climb heading 270° to 700 before turning left.

Beverly, MA

CON’T
BEVERLY, MA (CON'T)

BEVERLY RGNL (BVY) (CON'T)

**Rwy 16 (CON'T)**

Bush beginning 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 480’ 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.

Bldg beginning 938’ from DER, 284’ 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 beginning 1106’ 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.

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.

Bush 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.

Treses 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.

Tres 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.

Treses 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.

Treses 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 2388’ from DER, 45’ right of centerline, up to 86’ AGL/137’ MSL.

Bushes beginning 2563’ from DER, 1037’ right of centerline, up to 85’ AGL/140’ MSL.

Bushes 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, 725’ right of centerline, 97’ AGL/157’ MSL.

Bushes 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.

Bldg beginning 5490’ from DER, 530’ left of centerline, up to 108’ AGL/217’ MSL.

Road 334, NI 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.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEVERLY, MA (CON’T)

BEVERLY RGNL (BVY) (CON’T)

Rwy 34, (CON’T), 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 25OCT07 (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.

TAKEOFF OBSTACLE NOTES:

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/219’ 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 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

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.
BOSTON, MA

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 15 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 33R, NA-Environmental.

Rwy 4L, 300-1 or std. w/min. climb of 369' per NM to 300.

Rwy 9, 300-1½ or std. w/min. climb of 266' per NM to 300.

Rwy 14, std. w/min. climb of 233' per NM to 1100.

Rwy 22L, 300-1 or std. if tower reports no tall vessels in the departure area.

Rwy 22R, 300-1½ or std. w/min. climb of 320' per NM to 300.

Rwy 27, std. w/min. climb of 487' per NM to 1000.

Rwy 33L, 300-1½ or std. w/min. climb of 232' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100 feet prior to DER.

DEPARTURE PROCEDURE:

Rwys 4L/R, climb on heading 035° to 500 before turning left.

Rwy 22R, climb on heading 215° to 800 before turning right.

Rwy 33L, climb on heading 330° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

DEPARTURE PROCEDURE:

Rwys 4L/R, climb on heading 035° to 500 before turning left.

Rwy 22R, climb on heading 215° to 900 before turning right.

Rwy 33L, climb on heading 330° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

BUILDING 1.3 NM from DER, 185' left of centerline, 252' MSL.

BUILDINGS beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.2 NM from DER, 533' left of centerline, up to 248' MSL.

BUILDINGS, stack beginning 1.3 NM from DER, 501' left of centerline, up to 250' MSL.

BUILDINGS beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.2 NM from DER, 501' left of centerline, up to 250' MSL.

BUILDINGS beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.2 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.2 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.2 NM from DER, 501' left of centerline, up to 250' MSL.

BUILDINGS beginning 1.3 NM from DER, 137' right of centerline, up to 250' AGL/260' MSL.

BUILDINGS beginning 1.3 NM from DER, 185' left of centerline, 252' MSL.

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

BOSTON, MA (CON’T)

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS) (CON’T)

Rwy 27 (CON’T), buildings beginning 1.3 NM from DER, 112’ left of centerline, up to 251’ AGL/261’ MSL.
Building 1.3 nm from DER, 95’ right of centerline, 259’ AGL/269’ MSL.
Buildings beginning 1.3 NM from DER, 118’ left of centerline, up to 269’ AGL/269’ MSL.
Cranes, buildings beginning 1.4 NM from DER, 62’ right of centerline, up to 411’ MSL.
Building 1.4 NM from DER, 106’ left of centerline, 261’ AGL/271’ MSL.
Building 1.5 NM from DER, 207’ left of centerline, 267’ AGL/278’ MSL.
Antenna, buildings beginning 1.6 NM from DER, 2984’ right of centerline, up to 414’ MSL.
Buildings beginning 1.6 NM from DER, 2511’ right of centerline, up to 677’ AGL/690’ MSL.
Buildings, antenna beginning 1.9 NM from DER, 1507’ right of centerline, up to 701’ AGL/720’ MSL.
Building tower, buildings, crane beginning 2 NM from DER, 1775’ right of centerline, up to 698’ AGL/730’ MSL.
Crane 2.2 NM from DER, 1690’ right of centerline, 512’ MSL.

Rwy 33L, tree 248’ from DER, 377’ right of centerline, 16’ AGL/27’ MSL.
Building 1346’ from DER, 705’ right of centerline, 41’ AGL/51’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 28APR16 (16119) (FAA)

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

BRIDGEPORT, CT

IGOR I SIKORSKY MEML (BDR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 20OCT11 (21112) (FAA)

TAKEOFF MINIMUMS.

Rwy 29, 600-2½ or std. w/min. climb of 300’ per NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 14’ from DER, 95’ left of centerline, 17’ AGL/18’ MSL.
Vegetation 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.
Vegetation 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 EXEC (BXM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25AUG11 (21224) (FAA)

TAKEOFF MINIMUMS.

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/169’ MSL.
Tree 2232’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BURLINGTON, VT
BURLINGTON INTL (BTV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 13 29JUL10 (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.

TAKEOFF OBSTACLE NOTES:
Rwy 1, trees beginning 1396' from DER, 216' right of centerline, up to 64' AGL/384' MSL.
Rwy 33, pole and trees beginning 971' from DER, 755' left of centerline, up to 97' AGL/357' MSL.

CARIBOU, ME
CARIBOU MUNI (CAR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02MAR95 (95061) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 11, 19, 29, 300-1.

CARRABASSETT, ME
SUGARLOAF RGNL (B21)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12OCT17 (17285) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 3800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 17, climb heading 173° to 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 17, trees and terrain beginning 38' from DER, left and right of centerline, up to 100' AGL/890' MSL.
Rwys 35, trees and terrain beginning 38' from DER, left and right of course, up to 100' AGL/890' MSL.

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

21280
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHATHAM, MA

CHATHAM MUNI (CQX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  25OCT07  (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.

TAKEOFF OBSTACLE NOTES:

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/195' MSL.

Tower 1.6 NM from DER, 2526' right of centerline, 313' AGL/318' MSL.

CHESTER, CT

CHESTER (SNC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  18NOV10  (10322)  (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning at DER, 350' left of centerline CW to 250' right of centerline, up to 100' AGL/449' MSL.

Tree 60' 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 3  05DEC19  (19339)  (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, 3100-3 for climb in visual conditions.

VCOA:

Rwys 11, 29, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Claremont Muni at or above 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 10' from DER, 8' right of centerline, 543' MSL.

Trees and vegetation beginning 21' from DER, 73' left of centerline, up to 571' MSL.

Trees beginning 44' from DER, 120' right of centerline, up to 613' MSL.

Tree 1835' from DER, 63' left of centerline, 602' MSL.

Tree 1923' from DER, 16' left of centerline, 619' MSL.

Trees beginning 1965' from DER, 14' right of centerline, up to 619' MSL.

Trees beginning 2250' from DER, 123' right of centerline, up to 636' MSL.

Trees beginning 2294' from DER, 16' right of centerline, up to 642' MSL.

Trees beginning 2946' from DER, 35' left of centerline, up to 640' MSL.

Trees beginning 2954' from DER, 29' right of centerline, up to 645' MSL.

Trees beginning 3362' from DER, 285' right of centerline, up to 660' MSL.

Tree 1.4 NM from DER, 2369' right of centerline, 768' MSL.

Trees beginning 1.4 NM from DER, 1996' right of centerline, up to 832' MSL.

Trees beginning 1.5 NM from DER, 1803' right of centerline, up to 943' MSL.

Tree 1.6 NM from DER, 2488' left of centerline, 802' MSL.

Trees beginning 1.6 NM from DER, 2880' left of centerline, up to 838' MSL.

Tree 1.8 NM from DER, 3005' left of centerline, 855' MSL.

Tree 1.9 NM from DER, 2902' left of centerline, 856' MSL.

Trees beginning 1.9 NM from DER, 2004' left of centerline, up to 888' MSL.

Trees beginning 2 NM from DER, 1102' left of centerline, up to 899' MSL.

Tree 2 NM from DER, 2839' left of centerline, 1093' MSL.

Trees beginning 2 NM from DER, 325' left of centerline, up to 1117' MSL.

Trees beginning 2.1 NM from DER, 1477' left of centerline, up to 1134' MSL.

Trees beginning 2.4 NM from DER, 2994' left of centerline, up to 1136' MSL.

Rwy 29, terrain 1' from DER, 1' right of centerline, 533' MSL.

Tree 3' from DER, 321' left of centerline, 573' MSL.

Tree, pole and transmission line beginning 11' from DER, 47' right of centerline, up to 587' MSL.

Trees beginning 324' from DER, 126' left of centerline, up to 590' MSL.

Tree 1910' from DER, 108' right of centerline, 588' MSL.

Tree 1973' from DER, 198' right of centerline, 600' MSL.

Trees beginning 1980' from DER, 29' right of centerline, up to 611' MSL.

Trees beginning 2040' from DER, 124' left of centerline, up to 608' MSL.

Tree 2074' from DER, 168' right of centerline, 617' MSL.

Trees beginning 2079' from DER, 67' right of centerline, up to 628' MSL.

Tree 2125' from DER, 183' left of centerline, 634' MSL.

Trees beginning 2137' from DER, 80' left of centerline, up to 648' MSL.

Tree 2190' from DER, 190' right of centerline, 652' MSL.

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

CLAREMONT, NH (CON’T)
CLAREMONT MUNI (CNH) (CON’T)

Rwy 29 (CON’T), tree 2220’ from DER, 89’ right of centerline, 663’ MSL.
Tree 2224’ from DER, 199’ left of centerline, 652’ MSL.
Tree 2236’ from DER, 309’ right of centerline, 686’ MSL.
Trees beginning 2238’ from DER, 96’ left of centerline, up to 665’ MSL.
Trees beginning 2304’ from DER, 18’ left of centerline, up to 668’ MSL.
Tree 2334’ from DER, 214’ right of centerline, 695’ MSL.
Trees beginning 2338’ from DER, 112’ left of centerline, up to 675’ MSL.
Tree 2344’ from DER, 356’ right of centerline, 713’ MSL.
Trees beginning 2359’ from DER, 9’ right of centerline, up to 719’ MSL.
Tree 2427’ from DER, 222’ left of centerline, 678’ MSL.
Trees beginning 2465’ from DER, 101’ left of centerline, up to 684’ MSL.
Trees beginning 2570’ from DER, 15’ left of centerline, up to 705’ MSL.
Trees beginning 3525’ from DER, 2’ right of centerline, up to 720’ MSL.
Trees beginning 3582’ from DER, 129’ left of centerline, up to 712’ MSL.
Tree 3601’ from DER, 443’ right of centerline, 737’ MSL.
Trees beginning 3640’ from DER, 145’ right of centerline, up to 738’ MSL.
Trees beginning 3667’ from DER, 17’ left of centerline, up to 720’ MSL.
Trees beginning 3710’ from DER, 149’ right of centerline, up to 753’ MSL.
Trees beginning 3813’ from DER, 19’ right of centerline, up to 761’ MSL.
Trees and agricultural equipment beginning 3928’ from DER, 75’ right of centerline, up to 778’ MSL.
Trees beginning 4019’ from DER, 53’ left of centerline, up to 724’ MSL.
Tree 4028’ from DER, 436’ right of centerline, 781’ MSL.
Trees beginning 4032’ from DER, 46’ right of centerline, up to 789’ MSL.
Trees beginning 4122’ from DER, 4’ left of centerline, up to 734’ MSL.
Trees beginning 4583’ from DER, 9’ right of centerline, up to 807’ MSL.
Tree 4804’ from DER, 128’ left of centerline, 744’ MSL.
Trees beginning 4824’ from DER, 24’ left of centerline, up to 745’ MSL.
Trees beginning 4927’ from DER, 63’ left of centerline, up to 749’ MSL.
Trees beginning 5041’ from DER, 15’ right of centerline, up to 840’ MSL.
Trees beginning 5067’ from DER, 84’ left of centerline, up to 752’ MSL.
Trees beginning 5168’ from DER, 92’ left of centerline, up to 754’ MSL.
Trees beginning 5320’ from DER, 145’ left of centerline, up to 758’ MSL.
Trees beginning 5394’ from DER, 308’ left of centerline, up to 774’ MSL.
Trees beginning 5403’ from DER, 7’ left of centerline, up to 776’ MSL.
Trees beginning 5567’ from DER, 278’ left of centerline, up to 799’ MSL.
Trees beginning 5593’ from DER, 6’ left of centerline, up to 832’ MSL.
Trees beginning 5769’ from DER, 10’ right of centerline, up to 850’ MSL.
Tree 5771’ from DER, 351’ left of centerline, 833’ MSL.
Trees beginning 5772’ from DER, 79’ left of centerline, up to 838’ MSL.
Tree 5872’ from DER, 427’ left of centerline, 842’ MSL.
Tree 5879’ from DER, 557’ left of centerline, 861’ MSL.
Trees beginning 5898’ from DER, 102’ left of centerline, up to 872’ MSL.
Trees beginning 5995’ from DER, 188’ left of centerline, up to 893’ MSL.
Trees beginning 1 NM from DER, 384’ right of centerline, up to 866’ MSL.
Tree 1 NM from DER, 1318’ left of centerline, 929’ MSL.
Tree 1 NM from DER, 949’ left of centerline, 946’ MSL.
Trees beginning 1 NM from DER, 4’ left of centerline, up to 953’ MSL.
Tree 1.1 NM from DER, 1254’ right of centerline, 871’ MSL.
Tree 1.1 NM from DER, 596’ right of centerline, 879’ MSL.
Tree 1.1 NM from DER, 1381’ right of centerline, 917’ MSL.
Tree 1.1 NM from DER, 2054’ right of centerline, 929’ MSL.
Trees beginning 1.1 NM from DER, 1018’ right of centerline, up to 1000’ MSL.
Tree 1.2 NM from DER, 1112’ right of centerline, 1013’ MSL.
Trees beginning 1.2 NM from DER, 1’ right of centerline, up to 1017’ MSL.
Trees beginning 2.3 NM from DER, 969’ right of centerline, up to 1024’ MSL.
Trees beginning 2.4 NM from DER, 454’ right of centerline, up to 1031’ MSL.
Tree and rising terrain beginning 2.4 NM from DER, 968’ right of centerline, up to 1031’ MSL.
Tree 2.4 NM from DER, 3881’ left of centerline, 959’ MSL.
Trees beginning 2.5 NM from DER, 938’ left of centerline, up to 967’ MSL.
Tree 2.5 NM from DER, 3781’ right of centerline, 1087’ MSL.
Trees beginning 2.5 NM from DER, 215’ right of centerline, up to 1088’ MSL.
Trees beginning 2.5 NM from DER, 227’ left of centerline, up to 1078’ MSL.
CONCORD, NH
CONCORD MUNI (CON)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  29MAY14  (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.
TAKEOFF OBSTACLE NOTES:
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, 7' left of centerline, up to 69' 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, 622' 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 1288' from DER, 39' right of centerline, up to 87' AGL/430' MSL.

DANBURY, CT
DANBURY MUNI (DXR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A  25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17, NA - Terrain.
Rwy 8, 600-2.
Rwy 26, 600-3.
Rwy 35, std. w/min. climb of 472' per NM to 1200 or 1200-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 8, climb on heading 084° to 1200 before proceeding on course.
Rwy 26, climb on heading 264° to 1200 before proceeding on course.
VCOA:
Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danbury Muni Airport at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, sign, vegetation, fence, buildings, poles, trees, vehicle on road beginning 27' from DER, 4' left of centerline, up to 1' AGL/455' 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 1288' from DER, 39' right of centerline, up to 87' AGL/430' MSL.

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

DANBURY, CT (CON’T)

DANBURY MUNI (DXR) (CON’T)

Rwy 8 (CON’T), trees, vegetation beginning 131' from DER, 92' left of centerline, up to 591' MSL.
Trees beginning 1347' from DER, 421' right of centerline, up to 584' MSL.
Buildings, vegetation, trees beginning 1583' from DER, 194' left of centerline, up to 60' AGL/641' MSL.
Trees, buildings, terrain, poles, vehicle on road, fence, sign beginning 1716' from DER, 1' left of centerline, up to 671' MSL.
Transmission line, trees, vehicle on road, poles, catenary, terrain, tower, buildings, wall beginning 1758' from DER, 13' right of centerline, up to 612' MSL.
Trees, buildings, poles, catenary, sign, tower beginning 2896' from DER, 14' right of centerline, up to 723' MSL.
Catenary, trees, buildings beginning 3585' from DER, 22' right of centerline, up to 26' AGL/643' MSL.
Water, buildings beginning 5603' from DER, 162' right of centerline, up to 34' AGL/810' MSL.
Buildings, trees beginning 1.2 NM from DER, 784' right of centerline, up to 118' AGL/722' MSL.
Antenna 1.2 NM from DER, 2366' right of centerline, 271' AGL/1012' MSL.
Tower, trees beginning 1.2 NM from DER, 558' right of centerline, up to 271' AGL/1013' MSL.
Rwy 26, trees, fences, poles, buildings, catenars beginning 3' from DER, 5' right of centerline, up to 506' MSL.
Trees beginning from DER, 1.2 NM from DER, 7' left of centerline, up to 506' MSL.
Catenars, poles, buildings beginning 1066' from DER, 61' right of centerline, up to 31' AGL/490' MSL.
Trees, terrain, buildings, vegetation, fences, towers beginning 1236' from DER, 96' left of centerline, up to 625' MSL.
Buildings, trees beginning 1355' from DER, 16' right of centerline, up to 38' AGL/511' MSL.
Trees, poles, buildings beginning 1736' from DER, 11' left of centerline, up to 692' MSL.
Trees, buildings, poles beginning 2427' from DER, 6' right of centerline, up to 706' MSL.
Trees, buildings, antennas, poles, fences, terrain beginning 4766' from DER, 38' left of centerline, up to 799' MSL.
Rwy 35, pole 24' from DER, 387' left of centerline, 34' AGL/484' MSL.
Fence 44' from DER, 59' left of centerline, 18' AGL/458' MSL.
Vehicle on road beginning 84' from DER, 15' left of centerline, up to 466' MSL.
Vehicle on road 93' from DER, 53' right of centerline, 467' MSL.
Vehicle on road beginning 97' from DER, 141' right of centerline, up to 468' MSL.
Vehicle on road, vegetation beginning 105' from DER, 4' right of centerline, up to 469' MSL.
Vegetation, tree beginning 127' from DER, 36' left of centerline, up to 456' MSL.
Trees, poles beginning 178' from DER, 52' right of centerline, up to 472' MSL.
Poles, trees beginning 417' from DER, 23' left of centerline, up to 30' AGL/471' MSL.
Buildings, poles, trees beginning 733' from DER, 3' right of centerline, up to 44' AGL/517' MSL.
Buildings, poles, trees beginning 916' from DER, 65' right of centerline, up to 95' AGL/521' MSL.
Trees beginning 942' from DER, 12' left of centerline, up to 507' MSL.
Terrain, trees beginning 4129' from DER, 471' right of centerline, up to 588' MSL.

DANIELSON, CT (LZD)

DANIELSON (LZD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 19JUL18 (18200) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/min. climb of 340' per NM to 900 or 1100-3 for VCOA.

Rwy 31, 400-3 w/min. climb of 270' per NM to 800 or std. w/min. climb of 470 to 500 or 1100-3 for VCOA.

VCOA: Rwy 13, 31, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Danielson Airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, terrain 14' from DER, 315' left of centerline, 234' MSL.
NAV AID 25' from DER, 78' left of centerline, 4' AGL/235' MSL.

Trees, poles, fences, buildings, traverse ways beginning 40' from DER, 180' left of centerline, up to 304' MSL.

Tree 87' from DER, 176' right of centerline, 284' MSL.

Trees beginning 157' from DER, 209' right of centerline, up to 338' MSL.

Tree 334' from DER, 410' right of centerline, 342' MSL.

Trees, traverse ways, fences, poles, buildings beginning 342' from DER, 3' right of centerline, up to 346' MSL.

Trees, poles beginning 1040' from DER, 235' left of centerline, up to 343' MSL.

Trees, poles beginning 1285' from DER, 16' left of centerline, up to 347' MSL.

Buildings beginning 5566' from DER, 161' left of centerline, up to 403' MSL.

Tower, terrain 1422' from DER, 1482' right of centerline, 161' AGL/397' MSL.

Tree 5730' from DER, 1713' left of centerline, 407' MSL.

Trees beginning 5794' from DER, 1091' left of centerline, up to 413' MSL.

Trees beginning 6023' from DER, 1156' left of centerline, up to 420' MSL.

Tree 1 NM from DER, 1808' left of centerline, 423' MSL.

Trees beginning 1 NM from DER, 1204' left of centerline, up to 425' MSL.

Trees beginning 1 NM from DER, 799' left of centerline, up to 433' MSL.

Tower, tree beginning 1 NM from DER, 191' right of centerline, up to 160' AGL/436' MSL.

Trees beginning 1 NM from DER, 691' left of centerline, up to 448' MSL.

Trees beginning 1.1 NM from DER, 1360' left of centerline, up to 453' MSL.

Tree 1.1 NM from DER, 2180' left of centerline, 456' MSL.

Trees beginning 1.1 NM from DER, 944' left of centerline, up to 457' MSL.

Trees beginning 1.1 nm from DER, 972' right of centerline, up to 466' MSL.

Trees beginning 1.1 NM from DER, 777' left of centerline, up to 469' MSL.

Tree 1.1 NM from DER, 2073' left of centerline, 473' MSL.

Trees beginning 1.1 NM from DER, 1340' left of centerline, up to 484' MSL.

Trees beginning 1.2 NM from DER, 1031' left of centerline, up to 486' MSL.

CONT

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
DANIELSON, CT (CON’T)

RWY 13 (CON’T), trees beginning 1.2 NM from DER, 133’ left of centerline, up to 490’ MSL.
Trees beginning 1.2 NM from DER, 275’ left of centerline, up to 491’ MSL.
Trees beginning 1.2 NM from DER, 38’ right of centerline, up to 440’ MSL.
Trees beginning 1.2 NM from DER, 165’ left of centerline, up to 506’ MSL.
Trees beginning 1.3 NM from DER, 40’ left of centerline, up to 508’ MSL.
Trees, building beginning 1.3 NM from DER, 242’ left of centerline, up to 521’ MSL.
Trees beginning 1.3 NM from DER, 368’ right of centerline, up to 461’ MSL.
Trees beginning 1.3 NM from DER, 85’ right of centerline, up to 513’ MSL.
Trees beginning 1.3 nm from DER, 808’ left of centerline, up to 524’ MSL.
Tree 1.3 NM from DER, 272’ left of centerline, 525’ MSL.
Trees beginning 1.3 NM from DER, on centerline, up to 534’ MSL.
Tree, building beginning 1.3 NM from DER, 267’ left of centerline, up to 539’ MSL.
Trees beginning 1.3 NM from DER, 189’ right of centerline, up to 533’ MSL.
Trees, building beginning 1.3 nm from DER, 58’ right of centerline, up to 550’ MSL.
Tree 1.4 NM from DER, 182’ right of centerline, 557’ MSL.
Trees, building beginning 1.4 NM from DER, 105’ left of centerline, up to 556’ MSL.
Trees beginning 1.4 NM from DER, 337’ right of centerline, up to 561’ MSL.
Tree 1.4 NM from DER, 581’ right of centerline, 573’ MSL.
Trees beginning 1.4 NM from DER, 57’ right of centerline, up to 579’ MSL.
Trees beginning 1.4 NM from DER, 358’ left of centerline, up to 558’ MSL.
Trees, building beginning 1.4 NM from DER, 282’ right of centerline, up to 587’ MSL.
Trees, building beginning 1.4 NM from DER, 148’ left of centerline, up to 567’ MSL.
Trees beginning 1.4 NM from DER, 260’ right of centerline, up to 593’ MSL.
Trees beginning 1.4 NM from DER, 69’ right of centerline, up to 600’ MSL.
Trees, building beginning 1.4 NM from DER, 603’ right of centerline, up to 608’ MSL.
Trees beginning 1.4 NM from DER, 20’ left of centerline, up to 580’ MSL.
Trees, terrain beginning 1.5 NM from DER, 172’ right of centerline, up to 609’ MSL.
Trees, building beginning 1.5 NM from DER, 79’ right of centerline, up to 614’ MSL.
Trees, building beginning 1.5 NM from DER, 18’ left of centerline, up to 589’ MSL.
Trees, terrain beginning 1.5 NM from DER, 471’ right of centerline, up to 617’ MSL.
Tree 1.5 NM from DER, 719’ right of centerline, 620’ MSL.
Trees beginning 1.5 NM from DER, 282’ right of centerline, up to 625’ MSL.
Trees, building beginning 1.5 NM from DER, 22’ left of centerline, up to 604’ MSL.
Tree 1.5 NM from DER, 452’ right of centerline, 629’ MSL.
Trees beginning 1.5 NM from DER, 124’ right of centerline, up to 630’ MSL.
Trees, building beginning 1.5 NM from DER, 17’ right of centerline, up to 633’ MSL.
Trees, pole beginning 1.6 nm from DER, 444’ right of centerline, up to 635’ MSL.
Trees, building, terrain beginning 1.6 NM from DER, 10’ right of centerline, up to 638’ MSL.
Trees, terrain beginning 1.6 NM from DER, 18’ right of centerline, up to 641’ MSL.
Trees beginning 1.7 NM from DER, 277’ right of centerline, up to 661’ MSL.

RWY 31, terrain 40’ from DER, 477’ right of centerline, 245’ MSL.
Trees beginning 54’ from DER, 199’ left of centerline, up to 309’ MSL.
Trees beginning 81’ from DER, 11’ left of centerline, up to 311’ MSL.
Trees, terrain beginning 108’ from DER, 175’ right of centerline, up to 286’ MSL.
Trees beginning 269’ from DER, 25’ right of centerline, up to 294’ MSL.
Trees beginning 469’ from DER, 52’ right of centerline, up to 302’ MSL.
Trees beginning 567’ from DER, 67’ right of centerline, up to 327’ MSL.
Trees beginning 1884’ from DER, 117’ right of centerline, up to 330’ MSL.
Trees, terrain beginning 2057’ from DER, 9’ right of centerline, up to 338’ MSL.
Trees beginning 2603’ from DER, 240’ right of centerline, up to 339’ MSL.
Trees, transmission line beginning 2659’ from DER, 46’ left of centerline, up to 316’ MSL.
Trees beginning 2884’ from DER, 539’ right of centerline, up to 345’ MSL.
Trees beginning 2898’ from DER, 682’ left of centerline, up to 319’ MSL.
Trees, pole, transmission line beginning 2947’ from DER, 29’ right of centerline, up to 349’ MSL.
Trees, transmission line, pole beginning 3013’ from DER, 72’ left of centerline, up to 329’ MSL.
Tree 3102’ from DER, 524’ right of centerline, 366’ MSL.
Transmission line 3135’ from DER, 109’ left of centerline, 82’ AGL/338’ MSL.
Trees beginning 3141’ from DER, 469’ left of centerline, up to 347’ MSL.
Tree 3146’ from DER, 635’ right of centerline, 370’ MSL.
Tree 3159’ from DER, 623’ right of centerline, 384’ MSL.
Trees, transmission line beginning 3231’ from DER, pole beginning 3264’ from DER, 662’ right of centerline, up to 399’ MSL.
Tree 3264’ from DER, 274’ left of centerline, 363’ MSL.
Trees, transmission lines, pole beginning 3290’ from DER, 160’ right of centerline, up to 418’ MSL.
Trees beginning 3332’ from DER, 67’ left of centerline, up to 376’ MSL.
Trees, transmission lines, terrain beginning 3466’ from DER, 4’ right of centerline, up to 434’ MSL.
Trees beginning 3493’ from DER, 169’ left of centerline, up to 388’ MSL.
Trees beginning 3645’ from DER, 506’ left of centerline, up to 390’ MSL.
Trees beginning 3739’ from DER, 51’ left of centerline, up to 408’ MSL.
Trees beginning 4057’ from DER, 3’ left of centerline, up to 418’ MSL.
Trees, terrain beginning 4771’ from DER, 317’ right of centerline, up to 458’ MSL.
Trees, buildings beginning 4865’ from DER, 146’ right of centerline, up to 461’ MSL.
Trees beginning 4964’ from DER, 180’ left of centerline, up to 420’ MSL.

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

DANIELSON, CT (CON’T)

Rwy 31 (CON’T), trees, terrain, poles beginning 5109’ from DER, 7’ right of centerline, up to 469’ MSL.
Trees, buildings beginning 5280’ from DER, 282’ left of centerline, up to 423’ MSL.
Trees beginning 5391’ from DER, 301’ left of centerline, 425’ MSL.
Trees beginning 5450’ from DER, 14’ left of centerline, up to 426’ MSL.
Trees beginning 5607’ from DER, 3’ left of centerline, up to 432’ MSL.
Tree 1.4 NM from DER, 2700’ left of centerline, 464’ MSL.
Trees beginning 1.4 NM from DER, 2183’ left of centerline, up to 493’ MSL.
Trees beginning 1.4 NM from DER, 2103’ left of centerline, up to 503’ MSL.
Trees beginning 1.5 NM from DER, 1800’ left of centerline, up to 510’ MSL.
Trees beginning 1.5 NM from DER, 1803’ left of centerline, up to 518’ MSL.
Trees beginning 1.5 NM from DER, 2256’ left of centerline, up to 538’ MSL.
Trees beginning 1.7 NM from DER, 2715’ left of centerline, up to 552’ MSL.
Tree 1.7 NM from DER, 1878’ right of centerline, 513’ MSL.
Tree 1.7 NM from DER, 2415’ right of centerline, 518’ MSL.
Trees beginning 1.7 NM from DER, 3132’ left of centerline, up to 558’ MSL.
Trees beginning 1.8 NM from DER, 2020’ right of centerline, up to 525’ MSL.
Tree 1.9 NM from DER, 2660’ right of centerline, 531’ MSL.
Tree 1.9 NM from DER, 2137’ right of centerline, 574’ MSL.
Trees, building beginning 2 NM from DER, 1846’ right of centerline, up to 626’ MSL.
Trees beginning 2.1 NM from DER, 2523’ left of centerline, up to 570’ MSL.
Tree 2.2 NM from DER, 3232’ left of centerline, 579’ MSL.
Tree 2.2 NM from DER, 3506’ left of centerline, 585’ MSL.
Trees beginning 2.2 NM from DER, 3519’ left of centerline, up to 597’ MSL.
Tree 2.3 NM from DER, 3950’ left of centerline, 595’ MSL.

DEBLOIS, ME

DEBLOIS FLIGHT STRIP (43B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 01FEB18 (18032) (FAA)
DEPARTURE PROCEDURE:
Rwy 33, use DEBLOIS departure.

DEXTER, ME

DEXTER RGNL (1B0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05APR12 (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.
TAKEOFF OBSTACLE NOTES:
Rwys 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 23JUN94 (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 04SEP03 (03247) (FAA)
TAKEOFF OBSTACLE NOTES:
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.
FALMOUTH, MA
CAPE COD COAST GUARD AIR STATION (FMH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG A 25FEB21 (21056) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, pole 5' from DER, 8' right of centerline, 1' AGL/127' MSL.
Traverse way 5' from DER, 2' left of centerline, 1' AGL/127' MSL.
Tree 1265' from DER, 694' right of centerline, 164' MSL.
Trees beginning 1422' from DER, 732' right of centerline, up to 171' MSL.
Tree 1562' from DER, 726' left of centerline, 170' MSL.
Tree 1826' from DER, 258' right of centerline, 173' MSL.
Tree 1848' from DER, 234' left of centerline, 174' MSL.
Tree 2029' from DER, 261' left of centerline, 177' MSL.
Tree 2392' from DER, 293' right of centerline, 189' MSL.
Tree 2420' from DER, 268' left of centerline, 189' MSL.
Tree 3144' from DER, 302' left of centerline, 209' MSL.
Tree 3446' from DER, 333' left of centerline, 213' MSL.
Trees beginning 3572' from DER, 243' left of centerline, up to 221' MSL.
Tree 3976' from DER, 63' right of centerline, 225' MSL.
Rwy 14, tree 1138' from DER, 749' right of centerline, 148' MSL.
Tree 1190' from DER, 818' left of centerline, 150' MSL.
Trees beginning 1333' from DER, 224' right of centerline, up to 155' MSL.
Rwy 23, sign 16' from DER, 236' left of centerline, 3' AGL/111' MSL.
Tree 1061' from DER, 635' right of centerline, 151' MSL.
Rwy 32, terrain 23' from DER, 25' left of centerline, 131' MSL.
Terrain beginning 45' from DER, 448' right of centerline, up to 137' MSL.
Terrain 264' from DER, 543' right of centerline, 138' MSL.
Tree 1947' from DER, 375' right of centerline, 180' MSL.
Tree 1973' from DER, 300' right of centerline, 184' MSL.
Tree 2021' from DER, 560' right of centerline, 185' MSL.
Tree 2061' from DER, 724' right of centerline, 189' MSL.

FITCHBURG, MA
FIT
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 22APR21 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwys 2, 14, 20, NA - Obstacles.
Rwy 32, std. w/min. climb of 360' per NM to 2600 or 1900-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 32, climb on heading 325° to 1100 before proceeding on course.
VCOA:
Rwy 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fitchburg Muni airport at or above 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 32, vegetation 8' from DER, 197' right of centerline, 349' MSL.
Trees, vegetation, building beginning 33' from DER, 17' right of centerline, up to 438' MSL.
Trees beginning 2128' from DER, 28' right of centerline, up to 59' AGL/441' MSL.
Trees beginning 2816' from DER, 164' left of centerline, up to 65' AGL/444' MSL.
Trees beginning 3368' from DER, 152' right of centerline, up to 449' MSL.
Building 3757' from DER, 192' left of centerline, 92' AGL/465' MSL.
Trees beginning 4464' from DER, 29' right of centerline, up to 518' MSL.
Trees, pole beginning 5506' from DER, 95' left of centerline, up to 589' MSL.
Trees beginning 1.2 NM from DER, 640' left of centerline, up to 685' MSL.
Trees, building beginning 1.6 NM from DER, 506' left of centerline, up to 52' AGL/691' MSL.
Trees beginning 1.6 NM from DER, 1' right of centerline, up to 721' MSL.
Tree 2 NM from DER, 3238' left of centerline, 790' MSL.
Trees beginning 2.3 NM from DER, 1717' right of centerline, 836' MSL.
Antenna, pole, trees beginning 2.3 NM from DER, 1296' left of centerline, up to 134' AGL/954' MSL.

FRENCHVILLE, ME
NORTHERN AROOSTOOK RGNL (FVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-1 ½ or std. w/min. climb of 503' per NM to 1300.
TAKEOFF OBSTACLE NOTES:
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FRYEBURG, ME
EASTERN SLOPES RGNL (IZG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 11MAR10 (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.
TAKEOFF OBSTACLE NOTES:
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 10JAN13 (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.
TAKEOFF OBSTACLE NOTES:
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 199’ from DER, 436’ left of centerline, up to 100’ AGL/1104’ MSL.

GREAT BARRINGTON, MA
WALTER J KOLADZA (GBR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 02MAY13 (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.
TAKEOFF OBSTACLE NOTES:
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 249’ to 1532’ left of centerline, up to 100’ AGL/844’ MSL.
Vehicles beginning at 1650’ 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.

NE-1, 07 OCT 2021 to 02 DEC 2021
GREENVILLE, ME
GREENVILLE MUNI (3B1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-2½ w/min. climb of 340' per NM to 3800, or 2000-3 for VCOA.
Rwy 14, std. w/min. climb of 300' per NM to 3500, or 2000-3 for VCOA.
Rwy 21, 300-1 w/min. climb of 330' per NM to 3600, or 2000-3 for VCOA.
Rwy 32, std. w/min. climb of 430' per NM to 4200, or 2000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb on heading 027° to 4000 before proceeding on course.
Rwy 14, climb on heading 335° to 3000 before proceeding on course.
Rwy 32, climb on heading 315° to 2300 before proceeding on course.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Greenville Muni airport at or above 3300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, vehicles on road 293' from DER, across centerline, 15' AGL/1415' MSL.
Trees beginning 1.3 NM from DER, 1611' left of centerline, up to 1620' MSL.
Trees beginning 1.4 NM from DER, 1279' left of centerline, up to 1689' MSL.
Trees beginning 1.4 NM from DER, 1230' left of centerline, up to 1699' MSL.
Tree 1.5 NM from DER, 1977' left of centerline, 1760' MSL.
Trees beginning 1.5 NM from DER, 1569' left of centerline, up to 1785' MSL.
Trees beginning 1.6 NM from DER, 2067' left of centerline, up to 1839' MSL.
Tree 1.6 NM from DER, 2646' left of centerline, 1863' MSL.
Tree 1.7 NM from DER, 1548' left of centerline, 1867' MSL.
Trees beginning 1.7 NM from DER, 793' left of centerline, up to 1887' MSL.
Trees beginning 1.8 NM from DER, 345' left of centerline, up to 1946' MSL.
Trees beginning 1.8 NM from DER, 465' left of centerline, up to 1965' MSL.
Trees beginning 1.9 NM from DER, 1005' left of centerline, up to 2022' MSL.
Trees beginning 1.9 NM from DER, 303' right of centerline, up to 1762' MSL.
Trees beginning 2 NM from DER, 349' left of centerline, up to 2059' MSL.
Trees beginning 2 NM from DER, 1336' left of centerline, 2125' MSL.
Trees beginning 2 NM from DER, 29' left of centerline, up to 100' AGL/2174' MSL.
Tree 2.1 NM from DER, 464' right of centerline, 1862' MSL.
Tree 2.1 NM from DER, 1189' left of centerline, 100' AGL/2213' MSL.
Tree 2.2 NM from DER, 227' left of centerline, 100' AGL/1980' MSL.
Rwy 14, trees beginning 909' from DER, 3' right of centerline, up to 100' AGL/1508' MSL.
Trees beginning 1428' from DER, 76' right of centerline, up to 100' AGL/1415' MSL.
Rwy 21, trees beginning 801' from DER, 699' left of centerline, 100' AGL/1541' MSL.
Trees beginning 836' from DER, 3' left of centerline, up to 100' AGL/1551' MSL.
Trees beginning 1136' from DER, 537' left of centerline, up to 100' AGL/1534' MSL.
Rwy 32, vehicles on road 43' from DER, 488' right of centerline, 1394' MSL.
Trees beginning 62' from DER, 337' left of centerline, up to 1423' MSL.
Tower 70' from DER, 337' right of centerline, 42' AGL/1422' MSL.
Tree 135' from DER, 533' right of centerline, 1427' MSL.
Tree, vehicles on road beginning 178' from DER, 316' right of centerline, up to 1437' MSL.
Trees beginning 185' from DER, 348' left of centerline, up to 1428' MSL.

MOOSEHEAD AERO MARINE (52B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 24JUL14 (21112) (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 Moosehead Aero Marine 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 Moosehead Aero Marine 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 Moosehead Aero Marine 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 Moosehead Aero Marine at or above 3800 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
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.
CONT
MOOSEHEAD AERO MARINE (52B) (CON’T)

Sea Lane 18 (CON’T), 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.
Sea Lane 32, trees beginning 3390’ prior to DER, 191’ left of centerline, up to 80’ AGL/1159’ MSL.
Trees beginning 2976’ from DER, 296’ right of centerline, up to 80’ AGL/1119’ MSL.

NE-1, 07 OCT 2021 to 02 DEC 2021
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HARTFORD, CT (CON’T)
HARTFORD-BRAINARD (HFD) (CON’T)

**Rwy 20 (CON’T),** trees beginning 2505’ from DER, 28’ right of centerline, up to 119’ AGL/138’ MSL.
Tree 3953’ from DER, 200’ left of centerline, 50’ AGL/119’ MSL.
Trees 4639’ from DER, 136’ right of centerline, 69’ AGL/142’ MSL.
Spire 1.1 NM from DER, 431’ left of centerline, 150’ AGL/195’ MSL.

HAVERHILL, NH

DEAN MEML (5B9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17JUN21 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, NA-Terrain.
Rwy 1, std. w/min. climb of 355’ per NM to 1500, or 1300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 353° to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.
VCOA:
Rwy 1, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dean Meml airport heading 353° at or above 1500 to intercept MPV VOR/DME R-088 westbound to 4700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on road 22’ from DER, 439’ right of centerline, 15’ AGL/555’ MSL.
Transmission lines beginning 176’ from DER, 178’ right of centerline, up to 37’ AGL/582’ MSL.
Buildings 279’ from DER, 291’ left of centerline, 24’ AGL/563’ MSL.
Transmission lines 417’ from DER, 151’ left of centerline, 37’ AGL/573’ MSL.
Trees beginning 868’ from DER, 329’ right of centerline, up to 100’ AGL/640’ MSL.

HIGHGATE, VT

FRANKLIN COUNTY STATE (FSO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JUN11 (11181) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 500-2½ 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.

TAKEOFF OBSTACLE NOTES:
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 37’ AGL/582’ 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 07DEC95 (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.

HOULTON, ME

HOULTON INTL (HUL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1½ or std. w/ min. climb of 385’ per NM to 800.
Rwy 5, 400-2 or std. w/ min. climb of 355’ per NM to 900.
Rwy 19, 400-2½ w/ min. climb of 225’ per NM to 1100 or 1100-2½ for VCOA.
Rwy 23, 300-1½ or std. w/ min. climb of 315’ per NM to 900.
DEPARTURE PROCEDURE:
Rwy 1, climb on heading 010° to 1000 before turning right.
Rwy 5, climb on heading 049° to 1200 before turning right.
Rwy 19, climb on heading 190° to 1100 before turning left.
Rwy 23, climb on heading 229° to 1000 before turning left.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HOULTON, ME (CON’T)
HOULTON INTL (HUL) (CON’T)

VCOA:
Rwy 19, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Houlton Intl Airport at or above 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees and poles beginning 166’ from DER, 34’ right of centerline, up to 564’ MSL.

Poles beginning 700’ from DER, 105’ left of centerline, up to 34’ AGL/512’ MSL.

Tree 2706’ from DER, 516’ left of centerline, 74’ AGL/597’ MSL.

Tree 3453’ from DER, 970’ left of centerline, 643’ MSL.

Tree 3928’ from DER, 410’ left of centerline, 657’ MSL.

Trees beginning 4441’ from DER, 61’ right of centerline, up to 658’ MSL.

Tree 4497’ from DER, 661’ left of centerline, 688’ MSL.

Trees beginning 4537’ from DER, 731’ left of centerline, up to 692’ MSL.

Tree 5553’ from DER, 270’ right of centerline, up to 687’ MSL.

Tree 1.1 NM from DER, 165’ right of centerline, 648’ MSL.

Rwy 5, sign 25’ from DER, 113’ left of centerline, 491’ MSL.

Sign 25’ from DER, 111’ right of centerline, 491’ MSL.

Terrain 35’ from DER, 384’ right of centerline, 497’ MSL.

Trees beginning 80’ from DER, 253’ left of centerline, up to 500’ MSL.

Terrain 85’ from DER, 495’ right of centerline, 498’ MSL.

Trees and terrain beginning 110’ from DER, 146’ right of centerline, up to 19’ AGL/510’ MSL.

Trees and terrain beginning 266’ from DER, 115’ right of centerline, up to 527’ MSL.

Trees and traverse ways beginning 646’ from DER, 168’ right of centerline, up to 567’ MSL.

Trees beginning 769’ from DER, 451’ left of centerline, up to 523’ MSL.

Trees beginning 872’ from DER, 194’ left of centerline, up to 524’ MSL.

Trees beginning 915’ from DER, 47’ left of centerline, up to 55’ AGL/532’ MSL.

Trees, traverse way beginning 1070’ from DER, 150’ right of centerline, up to 571’ MSL.

Trees, building, traverse way, and electrical system beginning 1175’ from DER, 120’ right of centerline, up to 592’ MSL.

Trees beginning 1577’ from DER, 248’ right of centerline, up to 602’ MSL.

Trees, pole, and terrain beginning 1800’ from DER, 148’ right of centerline, up to 618’ MSL.

Pole 2028’ from DER, 116’ left of centerline, 84’ AGL/547’ MSL.

Pole 2316’ from DER, 229’ left of centerline, 85’ AGL/549’ MSL.

Trees and terrain beginning 2347’ from DER, 443’ right of centerline, up to 620’ MSL.

Trees, terrain, traverse ways, and pole beginning 2606’ from DER, 280’ right of centerline, up to 636’ MSL.

Trees 3056’ from DER, 759’ left of centerline, 566’ MSL.

Tree 3399’ from DER, 483’ left of centerline, 87’ AGL/575’ MSL.

Trees beginning 4464’ from DER, 1240’ right of centerline, up to 660’ MSL.

Trees beginning 4593’ from DER, 1155’ right of centerline, up to 664’ MSL.

Trees beginning 5147’ from DER, 1511’ right of centerline, up to 685’ MSL.

Trees and traverse way beginning 5253’ from DER, 1386’ right of centerline, up to 686’ MSL.

Trees beginning 5480’ from DER, 1409’ right of centerline, up to 692’ MSL.

Pole and tree beginning 5828’ from DER, 1749’ right of centerline, up to 696’ MSL.

Trees beginning 5865’ from DER, 1586’ right of centerline, up to 697’ MSL.

Trees beginning 5934’ from DER, 1462’ right of centerline, up to 712’ MSL.

Trees beginning 6070’ from DER, 1386’ right of centerline, up to 713’ MSL.

Pole, trees, tree, and building 1 NM from DER, 1343’ right of centerline, up to 765’ MSL.

Trees and terrain beginning 1.1 NM from DER, 1333’ right of centerline, up to 788’ MSL.

Trees and terrain beginning 1.2 NM from DER, 1464’ right of centerline, up to 800’ MSL.

Rwy 19, sign and terrain beginning 19’ from DER, 300’ left of centerline, up to 481’ MSL.

Tree 31’ from DER, 405’ right of centerline, 508’ MSL.

Trees beginning 149’ from DER, 281’ right of centerline, up to 517’ MSL.

Terrain 445’ from DER, 471’ left of centerline, 485’ MSL.

Fence 641’ from DER, 500’ left of centerline, 492’ MSL.

Traverse way 764’ from DER, 605’ left of centerline, 15’ AGL/504’ MSL.

Traverse ways beginning 903’ from DER, 600’ left of centerline, up to 15’ AGL/506’ MSL.

Tree 2407’ from DER, 501’ right of centerline, 544’ MSL.

Trees beginning 2423’ from DER, 413’ right of centerline, up to 548’ MSL.

Trees beginning 2424’ from DER, 347’ left of centerline, up to 582’ MSL.

Trees beginning 2898’ from DER, 133’ right of centerline, up to 75’ AGL/562’ MSL.

Tree 3223’ from DER, 468’ left of centerline, 626’ MSL.

Tree 3358’ from DER, 1015’ left of centerline, 673’ MSL.

Trees beginning 3838’ from DER, 273’ left of centerline, up to 703’ MSL.

Trees beginning 4177’ from DER, 1150’ left of centerline, up to 760’ MSL.

Trees beginning 4469’ from DER, 133’ left of centerline, up to 72’ AGL/829’ MSL.

Tree 5117’ from DER, 36’ right of centerline, 608’ MSL.

Tree 1 NM from DER, 13’ right of centerline, 641’ MSL.

Trees beginning 1.6 NM from DER, 2274’ right of centerline, up to 772’ MSL.

Tree 1.7 NM from DER, 2831’ right of centerline, 792’ MSL.

Tree 1.8 NM from DER, 2939’ right of centerline, 794’ MSL.

Trees beginning 1.9 NM from DER, 1822’ right of centerline, up to 77’ AGL/798’ MSL.

Trees beginning 2 NM from DER, 1571’ right of centerline, up to 823’ MSL.

Trees beginning 2.1 NM from DER, 1607’ right of centerline, up to 75’ AGL/873’ MSL.

Trees beginning 2.2 NM from DER, 2186’ right of centerline, up to 61’ AGL/880’ MSL.

CON’T
HOULTON, ME (CON’T)
HOULTON INTL (HUL) (CON’T)

Rwy 19 (CON’T), tree 2.4 NM from DER, 4335’ left of centerline, 851’ MSL.
Tree 2.5 NM from DER, 2356’ left of centerline, 875’ MSL.
Trees beginning 132’ from DER, 486’ left of centerline, up to 512’ MSL.
Trees beginning 264’ from DER, 267’ left of centerline, up to 522’ MSL.
Tree 639’ from DER, 449’ right of centerline, 501’ MSL.
Trees beginning 644’ from DER, 110’ right of centerline, up to 565’ MSL.
Trees beginning 651’ from DER, 372’ left of centerline, up to 526’ MSL.
Trees beginning 721’ from DER, 2’ left of centerline, up to 544’ MSL.
Trees and terrain beginning 883’ from DER, 1’ right of centerline, up to 569’ MSL.
Trees and terrain beginning 1230’ from DER, on centerline, up to 572’ MSL.
Trees beginning 1270’ from DER, 1’ left of centerline, up to 558’ MSL.
Trees beginning 1536’ from DER, 5’ right of centerline, up to 601’ MSL.
Trees beginning 1725’ from DER, 7’ right of centerline, up to 606’ MSL.
Trees and poles beginning 1740’ from DER, 3’ left of centerline, up to 572’ MSL.
Trees, antenna, buildings, tank, stack, poles beginning 2253’ from DER, 1’ right of centerline, up to 622’ MSL.
Trees and poles beginning 2561’ from DER, 1’ left of centerline, up to 67’ AGL/585’ MSL.
Trees beginning 3318’ from DER, 1’ left of centerline, up to 70’ AGL/602’ MSL.

HYANNIS, MA
CAPE COD GATEWAY (HYA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 25SEP08 (20366) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1 or std. w/ min. climb of 354’ per NM to 300.
DEPARTURE PROCEDURE:
Rwys 24, 33, climb runway heading to 700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 33, pole 3961’ from DER, 1531’ right of centerline, 97’ AGL/235’ MSL.

JACKMAN, ME
NEWTON FLD (59B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15AUG19 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 340’ per NM to 2600 or 2500-3 for VCOA.
Rwy 31, std. w/min. climb of 400’ per NM to 2600 or 2500-3 for VCOA.
DEPARTURE PROCEDURE:
Rwys 13, climb heading 112° to 2800 before turning right.
Rwy 31, climb heading 292° to 2800 before turning right.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Newton Fld airport at or above 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, lighting 8’ from DER, 59’ left of centerline, 1177’ MSL.
Lighting 9’ from DER, 59’ right of centerline, 1178’ MSL.
Tree, vegetation beginning 9’ from DER, 173’ left of centerline, up to 1188’ MSL.
Tree, vegetation, terrain beginning 25’ from DER, 116’ right of centerline, up to 1193’ MSL.
Tree, vegetation beginning 55’ from DER, 114’ left of centerline, up to 1259’ MSL.
Tree 381’ from DER, 506’ right of centerline, 1236’ MSL.
Trees beginning 543’ from DER, 546’ right of centerline, up to 1238’ MSL.
Trees beginning 877’ from DER, 459’ right of centerline, up to 1256’ MSL.
Trees beginning 2220’ from DER, 17’ right of centerline, up to 1257’ MSL.
Trees beginning 2301’ from DER, 5’ left of centerline, up to 1261’ MSL.
Trees beginning 2336’ from DER, 22’ right of centerline, up to 1273’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

JACKMAN, ME (CON’T)
NEWTOWN FLD (59B) (CON’T)

Rwy 13 (CON’T), tree 2829’ from DER, 664’ right of centerline, 1278’ MSL.
Trees beginning 2925’ from DER, 384’ right of centerline, up to 1284’ MSL.
Electrical system, vegetation, traverse way beginning 15’ from DER, 154’ left of centerline, up to 1208’ MSL.
Tree, traverse way beginning 43’ from DER, 113’ right of centerline, up to 1232’ MSL.
Tree, traverse way beginning 241’ from DER, 0’ left of centerline, up to 1211’ MSL.
Tree, traverse way, pole beginning 495’ from DER, 234’ left of centerline, up to 1234’ MSL.

TAKEOFF OBSTACLE NOTES:

JAFFREY, NH
JAFFREY/SILVER RANCH (AFN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  29MAY14  (21112)  (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/Silver Ranch at or above 1900, then via the GDM VOR/DME R-023 to GDM. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

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.

Rwys 34, trees beginning 8263’ from DER, 613’ left of centerline, up to 100’ AGL/1441’ MSL.

KEENE, NH
DILLANT-HOPKINS (EEN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  17JUN21 (21168)  (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 360’ per NM to 2100 or 2800-3 for VCOA.
Rwy 14, 900-3 w/min. climb of 450’ per NM to 4000 or 2800-3 for VCOA.
Rwy 20, 300-1 w/min. climb of 340’ per NM to 4300 or 2800-3 for VCOA.
Rwy 32, 700-2¾ w/min. climb of 280’ per NM to 2700 or 2800-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climbing left turn heading 353° to 2100 before proceeding on course.
Rwy 14, climb on heading 142° to 4200 before proceeding on course.
Rwy 20, climb on heading 198° to 2000 before turning left.
Rwy 32, climbing right turn heading 350° to 2100 before proceeding on course.

VCOA:

Rwys 2, 14, 20, 32, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Dillant-Hopkins airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, bushes, beginning 472’ from DER, 75’ right of centerline, up to 88’ AGL/582’ MSL.
Trees beginning 603’ from DER, 57’ right of centerline, up to 93’ AGL/586’ MSL.
Pole 1062’ from DER, 23’ right of centerline, up to 53’ AGL/545’ MSL.

Vehicles on road beginning 229’ from DER, left and right of centerline, up to 100’ AGL/573’ MSL.
KEENE, NH (CON’T)
DILLANT-HOPKINS (EEN) (CON’T)

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

Rwy 14 (CON’T), pole, trees beginning 1.3 NM from DER, 4’ left of centerline, up to 61’ AGL/1050’ MSL.
Tree 2.1 NM from DER, 38’ left of centerline, 100’ AGL/1319’ MSL.
Rwy 20, trees 45’ from DER, 41’ right of centerline, up to 25’ AGL/497’ MSL.
Trees beginning 556’ from DER, 629’ right of centerline, up to 94’ AGL/556’ MSL.
Poles beginning 1024’ from DER, 646’ left of centerline, up to 36’ AGL/529’ MSL.
Trees, pole beginning 1761’ from DER, 369’ left of centerline, up to 104’ AGL/614’ MSL.
Trees 2099’ from DER, 745’ left of centerline, up to 103’ AGL/622’ MSL.
Trees pole beginning 2553’ from DER, 768’ right of centerline, up to 88’ AGL/583’ MSL.
Trees beginning 2763’ from DER, 704’ left of centerline, up to 104’ AGL/646’ MSL.
Trees beginning 2950’ from DER, 1014’ right of centerline, up to 98’ AGL/594’ MSL.
Trees beginning 3127’ from DER, 543’ left of centerline, up to 106’ AGL/665’ MSL.
Vegetation beginning 3504’ from DER, 114’ left of centerline, up to 614’ AGL/614’ MSL.

LACONIA, NH
LACONIA MUNI (LCI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  07MAY09  (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.

TAKEOFF OBSTACLE NOTES:
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.

LAWRENCE, MA
LAWRENCE MUNI (LWM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  03JAN19  (19003)  (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-1½ or std. w/ min. climb of 435’ per NM to 500.
Rwy 14, 300-1 or std. w/min. climb of 652’ per NM to 600.
Rwy 23, 300-1 or std. w/min. climb of 350’ per NM to 400.

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

TAKEOFF OBSTACLE NOTES:
Rwy 5, vegetation 174’ from DER, 529’ right of centerline, 25’ AGL/143’ MSL.
Tree 387’ from DER, 388’ left of centerline, 69’ AGL/150’ MSL.
Tree 591’ from DER, 546’ left of centerline, 92’ AGL/154’ MSL.
Tree 598’ from DER, 561’ left of centerline, 100’ AGL/162’ MSL.
Tree 644’ from DER, 566’ right of centerline, 54’ AGL/186’ MSL.
Trees beginning 689’ from DER, 403’ right of centerline, up to 63’ AGL/198’ MSL.
Tree 1660’ from DER, 849’ right of centerline, 65’ AGL/225’ MSL.
Trees beginning 1698’ from DER, 257’ right of centerline, up to 68’ AGL/228’ MSL.
Tree 1683’ from DER, 269’ left of centerline, 60’ AGL/180’ MSL.
Tree 1694’ from DER, 345’ left of centerline, 67’ AGL/181’ MSL.
Tree 1720’ from DER, 303’ left of centerline, 54’ AGL/182’ MSL.
Tree 1832’ from DER, 207’ left of centerline, 54’ AGL/184’ MSL.
Tree 2240’ from DER, 551’ left of centerline, 89’ AGL/194’ MSL.
Tree 2288’ from DER, 637’ left of centerline, 98’ AGL/196’ MSL.
Trees beginning 2339’ from DER, 342’ left of centerline, up to 104’ AGL/199’ MSL.
Antenna 2397’ from DER, 182’ left of centerline, 101’ AGL/211’ MSL.
Trees beginning 3562’ from DER, 413’ right of centerline, up to 89’ AGL/327’ MSL.
Trees beginning 3831’ from DER, 340’ right of centerline, up to 93’ AGL/331’ MSL.
Tree, pole beginning 4026’ from DER, 5’ right of centerline, up to 95’ AGL/335’ MSL.
Tree 4417’ from DER, 176’ left of centerline, 94’ AGL/247’ MSL.

CON’T
NE-1, 07 OCT 2021 to 02 DEC 2021

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

LAWRENCE, MA (CON’T)

LAWRENCE MUNI (LWM) (CON’T)

Rwy 5 (CON’T), trees beginning 4421’ from DER, 49’ left of centerline, up to 108’ AGL/264’ MSL.
Trees beginning 4614’ from DER, 96’ left of centerline, up to 93’ AGL/276’ MSL.
Trees beginning 4737’ from DER, 155’ left of centerline, up to 90’ AGL/280’ MSL.
Trees beginning 4745’ from DER, 45’ left of centerline, up to 85’ AGL/282’ MSL.
Trees beginning 4864’ from DER, 42’ left of centerline, up to 84’ AGL/289’ MSL.
Trees beginning 1.2 NM from DER, 351’ left of centerline, up to 81’ AGL/336’ MSL.
Tree 1.2 NM from DER, 40’ right of centerline, 90’ AGL/354’ MSL.
Tree 1.2 NM from DER, 13’ left of centerline, 85’ AGL/349’ MSL.
Tree 1.2 NM from DER, 225’ right of centerline, 87’ AGL/352’ MSL.

Rwy 14, vegetation 102’ from DER, 105’ right of centerline, 6’ AGL/155’ MSL.
Tree, vegetation, pole beginning 150’ from DER, 9’ left of centerline, up to 57’ AGL/184’ MSL.
Tree, building, pole beginning 197’ from DER, 20’ right of centerline, up to 50’ AGL/198’ MSL.
Tree 938’ from DER, 294’ left of centerline, 64’ AGL/186’ MSL.
Tree beginning 482’ from DER, 482’ right of centerline, 107’ AGL/290’ MSL.
Tree 3313’ from DER, 644’ right of centerline, 105’ AGL/322’ MSL.
Pole 3473’ from DER, 1391’ right of centerline, 80’ AGL/417’ MSL.

Rwy 23, vegetation 16’ from DER, 183’ right of centerline, 17’ AGL/140’ MSL.
Vegetation 75’ from DER, 478’ left of centerline, 28’ AGL/146’ MSL.
Antenna, tree beginning 272’ from DER, 557’ left of centerline, up to 72’ AGL/173’ MSL.
Stack beginning 3867’ from DER, 1310’ right of centerline, up to 260’ AGL/294’ MSL.

Rwy 32, tree 120’ from DER, 155’ right of centerline, 29’ AGL/143’ MSL.
Tree 159’ from DER, 198’ left of centerline, 50’ AGL/141’ MSL.

LEBANON, NH

LEBANON MUNI (LEB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, std. w/min. climb of 365’ per NM to 1900, or 2100-3 for VCOA.
Rwy 18, 500-2½ w/min. climb of 380’ per NM to 3800, or 2100-3 for VCOA.
Rwy 7, 600-2½ w/min. climb of 385’ per NM to 3100, or 2100-3 for VCOA.
Rwy 25, 700-3 w/min. climb of 380’ per NM to 3400, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 004° to 1900 before proceeding on course.
Rwy 18, climb on heading 184° to 2100 before proceeding on course.
Rwy 7, climb on heading 075° to 2100 before proceeding on course.
Rwy 25, climb on heading 255° to 2100 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lebanon Muni airport at or above 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 36, lighting 10’ from DER, 100’ left of centerline, 565’ MSL.
Fence, pole, tree beginning 81’ from DER, 475’ left of centerline, up to 569’ MSL.
Tree 358’ from DER, 511’ right of centerline, 64’ AGL/583’ MSL.

Rwy 18, poles beginning 137’ from DER, 506’ left of centerline, up to 54’ AGL/670’ MSL.
Poles, terrain, vegetation, trees beginning 139’ from DER, 472’ right of centerline, up to 48’ AGL/676’ MSL.
Trees, poles, terrain beginning 762’ from DER, 181’ left of centerline, up to 733’ MSL.
Trees, poles, terrain beginning 1133’ from DER, 106’ right of centerline, up to 738’ MSL.
Trees, poles beginning 1909’ from DER, 33’ left of centerline, up to 752’ MSL.
Trees, terrain beginning 3990’ from DER, 66’ left of centerline, up to 743’ MSL.
Trees beginning 4500’ from DER, 14’ right of centerline, up to 781’ MSL.
Tree 1.2 NM from DER, 1902’ left of centerline, 903’ MSL.
Trees, terrain beginning 1.2 NM from DER, 103’ left of centerline, up to 891’ MSL.
Trees, terrain beginning 1.4 NM from DER, 964’ left of centerline, up to 1007’ MSL.
Tree 1.6 NM from DER, 3048’ left of centerline, 1055’ MSL.
Trees, terrain beginning 1.6 NM from DER, 787’ left of centerline, up to 951’ MSL.
Trees, terrain, transmission lines beginning 1.6 NM from DER, 2776’ right of centerline, up to 879’ MSL.

Rwy 7, tree, NAVAID beginning 13’ from DER, 125’ left of centerline, up to 20’ AGL/581’ MSL.
Trees, transmission line, pole beginning 20’ from DER, 390’ right of centerline, up to 715’ MSL.
Trees, pole beginning 29’ from DER, 255’ right of centerline, up to 20’ AGL/642’ MSL.
Trees, poles, transmission lines, building beginning 524’ from DER, 326’ right of centerline, up to 100’ AGL/729’ MSL.
Tree 1958’ from DER, 1010’ right of centerline, 98’ AGL/752’ MSL.
Transmission lines, poles, trees beginning 1974’ from DER, 778’ right of centerline, up to 37’ AGL/678’ MSL.
Trees, transmission line beginning 2575’ from DER, 317’ right of centerline, up to 763’ MSL.
Trees beginning 1.4 NM from DER, 167’ right of centerline, up to 808’ MSL.
Trees beginning 1.5 NM from DER, 1549’ left of centerline, up to 827’ MSL.
Trees beginning 2 NM from DER, 2487’ left of centerline, 1134’ MSL.
Trees beginning 2 NM from DER, 1839’ left of centerline, up to 1053’ MSL.
Tree 2.2 NM from DER, 3877’ left of centerline, 962’ MSL.

CON’T
LEBANON, NH
LEBANON MUNI (LEB)
- Rwy 25, trees, building beginning 198' from DER, up to 593' MSL.
- Tree 382' from DER, 92' AGL/581' MSL.
- Trees, pole beginning 1082' from DER, up to 42' AGL/606' MSL.
- Tree 2.8 NM from DER, 1232' MSL.
- Tree 2.9 NM from DER, 1013' MSL.

LINCOLN, ME
LINCOLN RGNL (LRG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  29JUL10  (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 or at above 1200 MSL before proceeding on course.
  - Rwy 35, climb heading 346° to 700 before proceeding on course.

LYNDONVILLE, VT
CALEDONIA COUNTY (CDA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  12NOV15  (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.

MACHIAS, ME
MACHIAS VALLEY (MVM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 22AUG13  (13234)  (FAA)
- TAKEOFF MINIMUMS:
  - Rwy 18, 400-2.
  - Rwy 36, 400-3
- TAKEOFF OBSTACLE NOTES:
  - Rwy 18, multiple buildings, vehicles on road beginning 720' from DER, left and right of centerline, up to 25' AGL/124' MSL.
  - Trees and buildings 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.
NE-1, 07 OCT 2021 to 02 DEC 2021

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

MANCHESTER, NH
MANCHESTER BOSTON RGNL (MHT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10B 13SEP18 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 268' per NM to 600.
Rwy 35, 300-1½ or std. w/min. climb of 265' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 057° to 1000 before turning right.
Rwy 24, climb heading 244° to 1000 before proceeding on course.
Rwy 35, climb heading 352° to 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 6' from DER, 468' right of centerline, 12' AGL/242' MSL.
Lighting 40' from DER, 117' right of centerline, 3' AGL/243' MSL.
Pole 67' from DER, 454' left of centerline, 24' AGL/253' MSL.
Trees beginning 584' from DER, 599' right of centerline, up to 61' AGL/265' MSL.
Trees beginning 798' from DER, 90' right of centerline, up to 66' AGL/268' MSL.
Trees beginning 819' from DER, 163' left of centerline, up to 66' AGL/273' MSL.
Tree 1014' from DER, 309' right of centerline, 87' AGL/269' MSL.
Trees beginning 1102' from DER, 473' right of centerline, up to 72' AGL/272' MSL.
Tree 1535' from DER, 660' left of centerline, 78' AGL/281' MSL.
Trees beginning 1893' from DER, 215' left of centerline, up to 97' AGL/297' MSL.
Tree 2056' from DER, 366' left of centerline, 102' AGL/302' MSL.
Tree 2154' from DER, 469' left of centerline, 102' AGL/307' MSL.
Trees beginning 2189' from DER, 551' left of centerline, up to 107' AGL/308' MSL.
Tree 2315' from DER, 653' left of centerline, 107' AGL/313' MSL.
Rwy 17, vehicles on roadway 643' from DER, 640' left of centerline, 303' MSL.
Beginning 761' from DER, 421' right of centerline, 8' AGL/300' MSL.
Vehicles on roadway beginning 764' from DER, 392' left of centerline, up to 304' MSL.
Tree 1087' from DER, 640' left of centerline, 323' MSL.
Vehicles on roadway 1167' from DER, 717' right of centerline, 303' MSL.
Trees, terrain beginning 1288' from DER, 320' left of centerline, up to 334' MSL.
Vehicles on roadway, poles beginning 1345' from DER, 211' right of centerline, up to 307' MSL.
Poles beginning 1430' from DER, 200' right of centerline, up to 34' AGL/324' MSL.
Tree 1479' from DER, 710' left of centerline, 27' AGL/335' MSL.
Trees, poles beginning 1554' from DER, 281' right of centerline, up to 40' AGL/329' MSL.
Trees, terrain, vertical point, building, vehicles on roadway, sign, poles beginning 1558' from DER, 5' left of centerline, up to 41' AGL/346' MSL.
Tree 1760' from DER, 530' right of centerline, 43' AGL/332' MSL.
Tree 1825' from DER, 413' right of centerline, 47' AGL/335' MSL.
Trees, fence, building, pole, terrain beginning 1876' from DER, on centerline, up to 48' AGL/336' MSL.
Trees, pole beginning 2053' from DER, on centerline, up to 49' AGL/339' MSL.
Tree, vehicles on roadway, building beginning 2146' from DER, 138' left of centerline, up to 43' AGL/352' MSL.
Trees, sign, building, pole beginning 2177' from DER, 1' left of centerline, up to 44' AGL/359' MSL.
Trees, pole beginning 2215' from DER, 118' right of centerline, up to 58' AGL/362' MSL.
Tree, building, pole, terrain, vehicles on roadway, spire, sign beginning 2267' from DER, 4' left of centerline, up to 46' AGL/362' MSL.
Trees, vehicles on roadway, pole, building beginning 2383' from DER, on centerline, up to 55' AGL/366' MSL.
Trees, pole, building beginning 2846' from DER, 64' left of centerline, up to 52' AGL/370' MSL.
Trees beginning 2876' from DER, 196' right of centerline, up to 368' MSL.
Trees, pole, building beginning 2885' from DER, 2' right of centerline, up to 70' AGL/378' MSL.
Trees, pole beginning 3155' from DER, 11' right of centerline, up to 78' AGL/384' MSL.
Trees, building, tank beginning 3216' from DER, 37' left of centerline, up to 51' AGL/397' MSL.
Trees, pole, building beginning 3401' from DER, 17' left of centerline, up to 52' AGL/383' MSL.
Trees, pole beginning 3435' from DER, 33' right of centerline, up to 385' MSL.
Trees beginning 3494' from DER, 201' left of centerline, up to 384' MSL.
Tree 3514' from DER, 425' left of centerline, 385' MSL.
Trees, tank beginning 3543' from DER, 36' left of centerline, up to 397' MSL.
Trees, pole beginning 3564' from DER, 41' right of centerline, up to 395' MSL.
Trees, elevator, grain elevator, pole, tank, building, antenna, vertical point beginning 3721' from DER, 6' right of centerline, up to 396' MSL.
Trees beginning 3994' from DER, 49' left of centerline, up to 62' AGL/401' MSL.
Trees beginning 4090' from DER, 147' left of centerline, up to 62' AGL/402' MSL.
Trees beginning 4197' from DER, 50' left of centerline, up to 70' AGL/405' MSL.
Trees, pole, transmission line, building beginning 4334' from DER, 14' right of centerline, up to 93' AGL/414' MSL.
Trees beginning 4372' from DER, 764' left of centerline, up to 407' MSL.
Trees beginning 4457' from DER, 1078' left of centerline, up to 408' MSL.
Trees, pole beginning 4500' from DER, 10' left of centerline, up to 417' MSL.
Tree 4773' from DER, 511' left of centerline, 60' AGL/419' MSL.
Trees beginning 4784' from DER, 92' right of centerline, up to 416' MSL.
Trees beginning 4793' from DER, 421' left of centerline, up to 71' AGL/422' MSL.
Trees beginning 4820' from DER, 10' left of centerline, up to 81' AGL/426' MSL.
Tree, pole beginning 4830' from DER, 26' right of centerline, up to 419' MSL.
Tree, pole beginning 4907' from DER, 91' right of centerline, up to 422' MSL.
Trees beginning 5004' from DER, 155' right of centerline, up to 426' MSL.

CONT

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
NE-1, 07 OCT 2021 to 02 DEC 2021

MANCHESTER, NH (CON’T)
MANCHESTER BOSTON RGNL (MHT) (CON’T)

Rwy 17 (CON’T), tree, pole beginning 5105’ from DER, 63’ right of centerline, up to 431’ MSL.
Trees beginning 5128’ from DER, 166’ left of centerline, up to 32’ AGL/427’ MSL.
Trees, terrain beginning 5182’ from DER, 52’ left of centerline, up to 47’ AGL/436’ MSL.
Trees, vehicles on roadway beginning 5278’ from DER, 4’ right of centerline, up to 59’ AGL/437’ MSL.
Tree, pole beginning 5331’ from DER, 44’ right of centerline, up to 56’ AGL/441’ MSL.
Tree, terrain beginning 5346’ from DER, 35’ left of centerline, up to 64’ AGL/445’ MSL.
Trees, vehicles on roadway, pole beginning 5392’ from DER, 8’ right of centerline, up to 442’ MSL.
Pole, trees, vehicles on roadway, terrain beginning 5550’ from DER, 4’ left of centerline, up to 29’ AGL/447’ MSL.
Trees, vehicles on roadway, terrain, pole, building beginning 5698’ from DER, 14’ left of centerline, up to 80’ AGL/455’ MSL.
Trees beginning 5787’ from DER, 16’ right of centerline, up to 65’ AGL/452’ MSL.
Tree 5929’ from DER, 474’ left of centerline, 68’ AGL/457’ MSL.
Tree, pole beginning 5952’ from DER, 73’ left of centerline, up to 66’ AGL/459’ MSL.
Trees beginning 1 NM from DER, 98’ left of centerline, up to 96’ AGL/461’ MSL.
Trees, vehicles beginning 1 NM from DER, 17’ left of centerline, up to 463’ MSL.
Tree 1.1 NM from DER, 336’ right of centerline, 453’ MSL.
Tree 1.2 NM from DER, 608’ left of centerline, 100’ AGL/458’ MSL.

Rwy 24, terrain 3’ from DER, on centerline, 221’ MSL.
Pole 221’ from DER, 475’ left of centerline, 18’ AGL/227’ MSL.
Building 394’ from DER, 581’ left of centerline, 28’ AGL/233’ MSL.
Trees beginning 451’ from DER, 220’ left of centerline, up to 74’ AGL/257’ MSL.
Trees beginning 785’ from DER, 545’ left of centerline, up to 92’ AGL/264’ MSL.
Trees beginning 810’ from DER, 352’ left of centerline, up to 119’ AGL/293’ MSL.
Tree 2556’ from DER, 1112’ right of centerline, 85’ AGL/294’ MSL.
Trees beginning 3529’ from DER, 1042’ right of centerline, up to 101’ AGL/313’ MSL.

Rwy 35, tree 612’ from DER, 613’ left of centerline, 237’ MSL.
Tree 712’ from DER, 493’ left of centerline, 239’ MSL.
Tree 719’ from DER, 623’ right of centerline, 38’ AGL/243’ MSL.
Trees beginning 891’ from DER, 527’ left of centerline, up to 26’ AGL/248’ MSL.
Tree 1114’ from DER, 788’ right of centerline, 261’ MSL.
Pole, tree beginning 1147’ from DER, 486’ left of centerline, up to 39’ AGL/258’ MSL.
Tree 1779’ from DER, 944’ right of centerline, 77’ AGL/271’ MSL.
Tree 1888’ from DER, 991’ right of centerline, 96’ AGL/287’ MSL.
Tree 1989’ from DER, 994’ left of centerline, 274’ MSL.
Tree 2030’ from DER, 989’ left of centerline, 61’ AGL/280’ MSL.
Tree 2247’ from DER, 1079’ left of centerline, 66’ AGL/288’ MSL.
Trees, poles beginning 2505’ from DER, 558’ right of centerline, up to 64’ AGL/303’ MSL.
Tree 2514’ from DER, 1135’ left of centerline, 75’ AGL/295’ MSL.
Trees beginning 2518’ from DER, 923’ left of centerline, up to 74’ AGL/297’ MSL.
Trees beginning 2785’ from DER, 694’ left of centerline, up to 78’ AGL/301’ MSL.
Trees beginning 3093’ from DER, 511’ left of centerline, up to 78’ AGL/305’ MSL.
Tree 3358’ from DER, 1235’ left of centerline, 314’ MSL.
Tree 3378’ from DER, 1133’ left of centerline, 318’ MSL.
Tree 3422’ from DER, 1212’ left of centerline, 106’ AGL/319’ MSL.
Trees beginning 3475’ from DER, 268’ left of centerline, up to 327’ MSL.
Trees beginning 4270’ from DER, 261’ left of centerline, up to 86’ AGL/333’ MSL.
Tree 5550’ from DER, 1116’ left of centerline, 84’ AGL/352’ MSL.
Tree 5509’ from DER, 528’ left of centerline, 357’ MSL.
Trees beginning 5536’ from DER, 1317’ left of centerline, up to 67’ AGL/361’ MSL.
Trees beginning 5581’ from DER, 1079’ left of centerline, up to 65’ AGL/364’ MSL.
Trees beginning 5689’ from DER, 1038’ left of centerline, up to 65’ AGL/368’ MSL.
Trees beginning 5703’ from DER, 1259’ left of centerline, up to 63’ AGL/370’ MSL.
Tree 5775’ from DER, 1800’ left of centerline, 78’ AGL/395’ MSL.
Trees beginning 5851’ from DER, 1038’ left of centerline, up to 77’ AGL/403’ MSL.
Trees beginning 5934’ from DER, 1317’ left of centerline, up to 76’ AGL/409’ MSL.
Tree, pole beginning 1 NM from DER, 795’ left of centerline, up to 71’ AGL/416’ MSL.
Trees beginning 1 NM from DER, 1093’ left of centerline, up to 68’ AGL/417’ MSL.
Tree 1.2 NM from DER, 1944’ left of centerline, 85’ AGL/407’ MSL.

MANSFIELD, MA
MANSFIELD MUNI (1B9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 27JUN13 (13178) (FAA)
TAKEOFF MINIMUMS:

Rwys 4,22, NA - VFR only.
TAKEOFF OBSTACLE NOTES:

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.
CON’T

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
MANSFIELD, MA (CON’T)
MANSFIELD MUNI (1B9) (CON’T)
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.

MARSHFIELD, MA
MARSHFIELD MUNI - GEORGE HARLOW FLD (GHG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13NOV14 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 200-1/1 or std. w/min. climb of 205’ per NM to 300, or alternatively, with std. 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.
TAKEOFF OBSTACLE NOTES:
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/256’ 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 15FEB07 (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.
TAKEOFF OBSTACLE NOTES:
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, 218’ right of centerline, up to 52’ AGL/172’ MSL.
Multiple power lines beginning 781’ from DER, 218’ right of centerline, up to 52’ AGL/150’ MSL.
Tree 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.

MILLINOCKET, ME
MILLINOCKET MUNI (MLT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 11FEB10 (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.
TAKEOFF OBSTACLE NOTES:
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.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MILLINOCKET, ME (CON’T)
MILLINOCKET MUNI (MLT) (CON’T)

**Rwy 16**, vehicle 311’ from DER, left and right of centerline, 15’ AGL/393’ MSL.
Trees beginning 64’ from DER, 272’ left of centerline, up to 64’ AGL/444’ MSL.
Trees beginning 203’ 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.

**Rwy 34**, trees beginning 28’ from DER, 249’ right of centerline, up to 113’ AGL/729’ 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.

Trees beginning 28’ from DER, 249’ right of centerline, up to 113’ AGL/457’ MSL.

Trees beginning 261’ from DER, 317’ left of centerline, up to 67’ AGL/457’ MSL.

Trees beginning 28’ from DER, 494’ left of centerline, up to 33’ AGL/370’ MSL.
Pole 235’ from DER, 404’ right of centerline, 37’ AGL/373’ MSL.
Building 243’ from DER, 518’ left of centerline, 371’ MSL.
Trees beginning 295’ from DER, 287’ right of centerline, up to 407’ MSL.
Tree 362’ from DER, 465’ left of centerline, 402’ MSL.
Trees beginning 426’ from DER, 162’ left of centerline, up to 412’ MSL.
Tower 2.3 NM from DER, 881’ right of centerline, 199’ AGL/736’ MSL.

MONTAGUE, MA
TURNS FALLS (OB5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  20JUN19  (19171)  (FAA)

TAKEOFF MINIMUMS:

**Rwy 16**, 1000-3 w/min. climb of 480’ per NM to 2000 or std. w/min. climb of 610’ per NM to 1800, or 1600-3 for VCOA.

**Rwy 34**, std. w/min. climb of 270’ per NM to 1800, or 1600-3 for VCOA.

DEPARTURE PROCEDURE:

**Rwy 34**, climb heading 338° to 1000 before turning right.

VCOA:
Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Turners Falls airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 16**, vegetation 84’ from DER, 387’ right of centerline, 361’ MSL.
Vegetation 91’ from DER, 229’ right of centerline, 369’ MSL.
Trees beginning 163’ from DER, 219’ right of centerline, up to 429’ MSL.
Vegetation 172’ from DER, 222’ left of centerline, 364’ MSL.
Vegetation and trees beginning 277’ from DER, 117’ left of centerline, up to 407’ MSL.
Vegetation beginning 557’ from DER, 262’ left of centerline, up to 421’ MSL.
Trees beginning 820’ from DER, 400’ right of centerline, up to 439’ MSL.
Trees beginning 850’ from DER, 345’ left of centerline, up to 472’ MSL.
Trees beginning 1909’ from DER, 600’ left of centerline, up to 481’ MSL.
Trees beginning 2182’ from DER, 423’ left of centerline, up to 512’ MSL.
Trees beginning 2280’ from DER, 349’ left of centerline, up to 531’ MSL.
Trees beginning 2677’ from DER, 358’ left of centerline, up to 552’ MSL.
Trees beginning 1.6 NM from DER, 714’ left of centerline, up to 718’ MSL.
Trees beginning 1.7 NM from DER, 327’ left of centerline, up to 783’ MSL.
Trees beginning 1.8 NM from DER, 162’ left of centerline, up to 920’ MSL.
Trees beginning 1.9 NM from DER, crossing extended runway centerline, up to 1045’ MSL.
Trees beginning 2 NM from DER, crossing extended runway centerline, up to 1081’ MSL.
Trees beginning 2.1 NM from DER, crossing extended runway centerline, up to 1143’ MSL.
Trees beginning 2.2 NM from DER, crossing extended runway centerline, up to 1161’ MSL.
Trees and buildings beginning 2.4 NM from DER, 174’ right of centerline, up to 200’ AGL/1100’ MSL.
Trees and tower beginning 2.4 NM from DER, 126’ left of centerline, up to 200’ AGL/1320’ MSL.
Trees beginning 2.5 NM from DER, 1646’ right of centerline, up to 865’ MSL.

**Rwy 34**, building 120’ from DER, 494’ left of centerline, 33’ AGL/370’ MSL.
Pole 235’ from DER, 404’ right of centerline, 37’ AGL/373’ MSL.
Building 243’ from DER, 518’ left of centerline, 371’ MSL.
Trees beginning 295’ from DER, 287’ right of centerline, up to 407’ MSL.
Tree 362’ from DER, 465’ left of centerline, 402’ MSL.
Trees beginning 426’ from DER, 162’ left of centerline, up to 412’ MSL.
Tower 2.3 NM from DER, 881’ right of centerline, 199’ AGL/736’ MSL.

MORRISVILLE, VT
MORRISVILLE-STOWE STATE (MVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  07MAR13  (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.

CON’T

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

MORRISVILLE, VT (CON’T)
MORRISVILLE-STOWE STATE (MVL) (CON’T)
TAKEOFF OBSTACLE NOTES:

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 MEML (ACK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  08OCT98  (21112)  (FAA)
TAKEOFF MINIMUMS:

Rwy 12, 700-1 or std. w/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.
TAKEOFF OBSTACLE NOTES:

Rwy 33, 70’ AGL ant. on building 954’ from DER, 585’ right of centerline.

NASHUA, NH
BOIRE FLD (ASH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  27JUN13  (21112)  (FAA)
DEPARTURE PROCEDURE:

Rwy 32, climb heading 319° to 900 before turning left.
TAKEOFF OBSTACLE NOTES:

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.

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.

Rwy 32, 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  20AUG15  (15232)  (FAA)
DEPARTURE PROCEDURE:

Rwy 14, climb on heading 144° to 700 before turning right.
TAKEOFF OBSTACLE NOTES:

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.
NAVAID/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 716’ 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.

CON’T
NEW BEDFORD, MA (CON’T)

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

NEW BEDFORD RGNL (EWB) (CON’T)

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 1600’ 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.

Buildings beginning 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.

Navigable 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.

NEW HAVEN, CT

TWEED-NEW HAVEN (HVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 12JAN12 (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.

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

NEWPORT, RI
NEWPORT STATE (UUU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
Rwy 4, 300-2½ 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.
TAKEOFF OBSTACLE NOTES:
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 FLG (2B3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26MAY16 (21688) (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, 700-1¾ 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 Flg at or above 2900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
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. Trees and buildings 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. 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’ MSL/946’ MSL. Trees beginning 1056’ from DER, from 25’ left to 854’ right 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 2413’ from DER, from 313’ left to 1324’ right of centerline, up to 100’ AGL/1005’ MSL. Trees beginning 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.

CONT
NEWPORT, NH (CON’T)
PARLIN FLD (2B3) (CON’T)

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

NEWPORT, VT
NORTHEAST KINGDOM INTL (EFK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 12OCT17 (17285) (FAA)

TAKEOFF MINIMUMS:
Rwy 18, std. w/min. climb of 470’ per NM to 2500 or 300-1 w/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.
Rwy 23, climb heading 227° to 3000 before proceeding on course.
Rwy 36, climb heading 357° to 3300 before proceeding on course.

VCOA:
Rwy 18, 23, 36, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Northeast Kingdom Intl airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5, vehicles on access road beginning 188’ 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.
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.
Ridgeline beginning 3.3 NM from DER, 3031’ left of centerline, up to 1515’ MSL.

NORRIDGEWOCK, ME
CENTRAL MAINE/NORRIDGEWOCK (OWK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 29MAY14 (21224) (FAA)

TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 210’ per NM to 500, or alternatively, with std. 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/Norr ridgewock 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/Norr ridgewock 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.

TAKEOFF OBSTACLE NOTES:
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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORTH ADAMS, MA
HARRIMAN-AND-WEST (AQW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12NOV15 (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:

Rwys 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.

TAKEOFF OBSTACLE NOTES:

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 buildings continuing from 149' from DER, left and right of centerline, up to 85' AGL/730' 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, 708' right and across centerline, up to 92' AGL/781' MSL.

Multiple trees and building on rising hillside continuing from 1459' from DER 843' right and across centerline, up to 64' AGL/793' MSL.

Trees on rising hillside continuing from 1625' from DER, 880' right and across centerline, up to 79' AGL/827' MSL.

Trees on rising hillside continuing from 2010' from DER, 1009' right and across centerline, up to 107' AGL/856' MSL.

Trees on rising hillside continuing from 2510' from DER, 1169' right and across 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 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' left of centerline, up to 111' AGL/1705' MSL.

Transmission tower and transmission line 2 NM from DER, crossing centerline, 50' AGL/1527' MSL.

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 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
AMDT 1 10JAN13 (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 291' per NM to 300.
TAKEOFF OBSTACLE NOTES:
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, 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
AMDT 4 13JAN11 (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.
TAKEOFF OBSTACLE NOTES:
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.

NORWOOD, MA
NORWOOD MEML (OWD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 12AUG21 (21224) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-2½ or std w/min. climb of 335' per NM to 300.
Rwy 28, 400-2 or std w/min. climb of 385' per NM to 400.
Rwy 35, 300-1½ or std w/min. climb of 230' 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' prior to DER.
DEPARTURE PROCEDURE:
Rwy 10, climb on heading 104° to 1100 before turning north.
Rwy 28, climb on heading 275° to 700 before turning north.
Rwy 35, climb on heading 320° to 1800 before turning east.
TAKEOFF OBSTACLE NOTES:
Rwy 10, vegetation beginning 13' from DER, 302' right of centerline, up to 12' AGL/52' MSL.
Trees beginning 89' from DER, 115' left of centerline, up to 69' AGL/110' MSL.
Tree, vegetation beginning 130' from DER, 135' right of centerline, up to 20' AGL/60' MSL.
Trees beginning 682' from DER, 530' right of centerline, up to 59' AGL/101' MSL.
Trees beginning 701' from DER, 132' left of centerline, up to 76' AGL/116' MSL.
Trees beginning 1062' from DER, 15' right of centerline, up to 109' MSL.
Trees beginning 1092' from DER, 65' left of centerline, up to 120' MSL.
Trees beginning 1192' from DER, 79' right of centerline, up to 112' MSL.
Trees beginning 1262' from DER, 14' right of centerline, up to 123' MSL.
Trees beginning 1496' from DER, 70' left of centerline, up to 123' MSL.
Trees beginning 1631' from DER, 26' left of centerline, up to 126' MSL.
Trees beginning 2150' from DER, 32' left of centerline, up to 138' MSL.
Trees beginning 2431' from DER, 57' right of centerline, up to 124' MSL.
Trees beginning 2530' from DER, 50' right of centerline, up to 137' MSL.
Trees beginning 2724' from DER, 47' left of centerline, up to 139' MSL.
Tree 3125' from DER, 133' left of centerline, 146' MSL.
Tree 3320' from DER, 443' right of centerline, 140' MSL.
Trees beginning 3539' from DER, 115' right of centerline, up to 173' MSL.
Trees beginning 3786' from DER, 687' right of centerline, up to 176' MSL.

CONT
Trees beginning 595' from DER, 509' right of centerline, up to 62' AGL/103' MSL.

Vegetation 487' from DER, 612' right of centerline, 22' AGL/67' MSL.

Trees, poles, building, vehicles on road beginning 376' from DER, 5' left of centerline, up to 40' AGL/86' MSL.

Tree 361' from DER, 238' left of centerline, 33' AGL/81' MSL.

Tree 356' from DER, 170' right of centerline, up to 190' MSL.

Trees beginning 4288' from DER, 295' left of centerline, up to 190' MSL.

Trees beginning 4623' from DER, 432' right of centerline, up to 223' MSL.

Trees beginning 4676' from DER, 9' right of centerline, up to 229' MSL.

Trees beginning 5471' from DER, 780' left of centerline, up to 193' MSL.

Tree 5557' from DER, 1163' left of centerline, 202' MSL.

Tree beginning 5634' from DER, 708' left of centerline, up to 203' MSL.

Tree 5754' from DER, 1124' left of centerline, 204' MSL.

Trees beginning 5788' from DER, 84' left of centerline, up to 208' MSL.

Trees beginning 5882' from DER, 107' left of centerline, up to 213' MSL.

Tree 5932' from DER, 658' left of centerline, 217' MSL.

Trees beginning 5940' from DER, 12' right of centerline, up to 218' MSL.

Trees beginning 6075' from DER, 19' right of centerline, up to 219' MSL.

Trees beginning 1 NM from DER, 130' left of centerline, up to 223' MSL.

Trees beginning 1 NM from DER, 33' right of centerline, up to 227' MSL.

Trees beginning 1 NM from DER, 172' right of centerline, up to 230' MSL.

Trees beginning 1.1 NM from DER, 147' left of centerline, up to 235' MSL.

Trees beginning 1.1 NM from DER, 261' right of centerline, up to 237' MSL.

Trees beginning 1.1 NM from DER, 42' right of centerline, up to 239' MSL.

Trees beginning 1.1 NM from DER, 198' right of centerline, up to 246' MSL.

Trees beginning 1.1 NM from DER, 442' left of centerline, up to 239' MSL.

Trees beginning 1.1 NM from DER, 358' right of centerline, up to 250' MSL.

Trees beginning 1.1 NM from DER, 34' right of centerline, up to 240' MSL.

Trees beginning 1.1 NM from DER, 130' right of centerline, up to 253' MSL.

Trees beginning 1.1 NM from DER, 237' left of centerline, up to 243' MSL.

Trees beginning 1.1 NM from DER, 11' left of centerline, up to 248' MSL.

Trees beginning 1.1 NM from DER, 31' right of centerline, up to 107' AGL/257' MSL.

Trees beginning 1.1 NM from DER, 99' left of centerline, up to 254' MSL.

Pole 1.9 NM from DER, 2146' left of centerline, 115' AGL/355' MSL.

Rwy 17, tree 42' from DER, 506' left of centerline, 33' AGL/76' MSL.

Vegetation 60' from DER, 306' right of centerline, 5' AGL/50' MSL.

Tree 69' from DER, 363' left of centerline, 34' AGL/83' MSL.

Vegetation beginning 85' from DER, 434' right of centerline, up to 12' AGL/54' MSL.

Trees beginning 88' from DER, 319' left of centerline, up to 42' AGL/92' MSL.

Tree 452' from DER, 439' right of centerline, 25' AGL/66' MSL.

Trees beginning 595' from DER, 509' right of centerline, up to 62' AGL/103' MSL.

Trees beginning 928' from DER, 627' left of centerline, up to 51' AGL/93' MSL.

Trees beginning 1033' from DER, 450' left of centerline, up to 57' AGL/98' MSL.

Trees beginning 1090' from DER, 597' left of centerline, 61' AGL/102' MSL.

Trees beginning 1327' from DER, 276' left of centerline, up to 71' AGL/113' MSL.

Tree 1363' from DER, 645' right of centerline, 62' AGL/104' MSL.

Tree 1592' from DER, 745' right of centerline, 67' AGL/110' MSL.

Trees beginning 1720' from DER, 775' right of centerline, up to 73' AGL/117' MSL.

Trees beginning 1823' from DER, 244' left of centerline, up to 75' AGL/117' MSL.

Tree 1968' from DER, 798' right of centerline, 77' AGL/121' MSL.

Trees beginning 2044' from DER, 299' right of centerline, up to 82' AGL/127' MSL.

Trees beginning 2564' from DER, 479' right of centerline, up to 97' AGL/143' MSL.

Tree 2627' from DER, 352' left of centerline, 77' AGL/119' MSL.

Trees beginning 2716' from DER, 292' left of centerline, up to 81' AGL/124' MSL.

Trees beginning 2723' from DER, 141' right of centerline, up to 104' AGL/151' MSL.

Trees beginning 2787' from DER, 179' left of centerline, up to 95' AGL/137' MSL.

Trees beginning 2815' from DER, 877' right of centerline, up to 110' AGL/155' MSL.

Trees beginning 2939' from DER, 657' right of centerline, up to 157' MSL.

Trees beginning 3153' from DER, 996' right of centerline, up to 161' MSL.

Trees beginning 3297' from DER, 999' right of centerline, up to 180' MSL.

Rwy 28, vegetation 15' from DER, 147' left of centerline, 4' AGL/51' MSL.

Vegetation beginning 98' from DER, 14' right of centerline, up to 7' AGL/54' MSL.

Vegetation 109' from DER, 301' left of centerline, 7' AGL/53' MSL.

Tree 114' from DER, 196' left of centerline, 17' AGL/62' MSL.

Building, vegetation beginning 162' from DER, 116' left of centerline, up to 23' AGL/71' MSL.

Building, vegetation beginning 222' from DER, 198' left of centerline, up to 30' AGL/78' MSL.

Vegetation 258' from DER, 375' right of centerline, 12' AGL/56' MSL.

Tree 356' from DER, 170' right of centerline, 18' AGL/62' MSL.

Tree 361' from DER, 238' left of centerline, 33' AGL/81' MSL.

Trees, poles, building, vehicles on road beginning 376' from DER, 5' left of centerline, up to 40' AGL/86' MSL.

Vegetation 487' from DER, 612' right of centerline, 22' AGL/87' MSL.

CON'T
Trees beginning 1.3 NM from DER, 611' right of centerline, up to 302' MSL.
Trees, vehicles on road beginning 628' from DER, 32' right of centerline, up to 74' AGL/119' MSL.
Trees, vehicles on road, pole beginning 600' from DER, 3' left of centerline, up to 58' AGL/104' MSL.
Trees, vehicles on road beginning 609' from DER, 121' right of centerline, up to 67' AGL/111' MSL.
Trees, vehicles on road beginning 753' from DER, 71' right of centerline, up to 84' AGL/129' MSL.
Trees, vehicles on road beginning 810' from DER, 54' right of centerline, up to 86' AGL/131' MSL.
Trees, poles, stacks, buildings, vehicles on road beginning 834' from DER, 7' right of centerline, up to 86' AGL/132' MSL.
Tree, pole, stacks, vehicles on road beginning 886' from DER, 100' left of centerline, up to 116' MSL.
Trees, vehicles on roads, stacks, poles beginning 948' from DER, 6' left of centerline, up to 136' MSL.
Trees beginning 1634' from DER, 234' left of centerline, up to 138' MSL.
Trees, vehicles on road, stack, poles, terrain beginning 1662' from DER, 51' left of centerline, up to 142' MSL.
Trees, vehicles on road, pole, building beginning 1793' from DER, 53' left of centerline, up to 50' AGL/148' MSL.
Tree 1870' from DER, 341' right of centerline, 161' MSL.
Trees, vehicles on road, pole beginning 1884' from DER, 13' right of centerline, up to 172' MSL.
Trees, vehicles on roads, buildings beginning 1957' from DER, 11' left of centerline, up to 156' MSL.
Trees, vehicles on road, stacks, building beginning 2008' from DER, 19' left of centerline, up to 157' MSL.
Trees, poles, vehicles on road beginning 2022' from DER, 30' right of centerline, up to 176' MSL.
Tree, stacks, vehicles on road beginning 2199' from DER, 7' left of centerline, up to 163' MSL.
Trees, stack beginning 2220' from DER, 181' right of centerline, up to 184' MSL.
Trees, vehicles on road, poles, stacks beginning 2237' from DER, 6' right of centerline, up to 186' MSL.
Tree 2323' from DER, 101' left of centerline, 172' MSL.
Tree 2330' from DER, 38' left of centerline, 173' MSL.
Trees, stack, tank, buildings, poles, vehicles on road beginning 2348' from DER, 38' left of centerline, up to 175' MSL.
Trees, poles, stacks, vehicles on roads beginning 2654' from DER, 44' left of centerline, up to 180' MSL.
Trees, vehicles on road, poles, stacks beginning 2795' from DER, 30' right of centerline, up to 188' MSL.
Trees, poles, stack, buildings beginning 3646' from DER, 21' right of centerline, up to 213' MSL.
Trees beginning 4151' from DER, 72' right of centerline, up to 218' MSL.
Trees beginning 4166' from DER, 154' right of centerline, up to 223' MSL.
Trees beginning 4314' from DER, 130' right of centerline, up to 224' MSL.
Trees, poles, pole beginning 4363' from DER, 486' right of centerline, up to 232' MSL.
Tower, poles, trees, stacks, buildings beginning 4465' from DER, 72' right of centerline, up to 157' AGL/261' MSL.
Tree 5446' from DER, 631' left of centerline, 225' MSL.
Stacks, trees beginning 5558' from DER, 33' left of centerline, up to 117' AGL/234' MSL.
Spires, trees, building beginning 5780' from DER, 773' right of centerline, up to 262' MSL.
Spire, trees beginning 5804' from DER, 2' left of centerline, up to 143' AGL/284' MSL.
Spire, trees beginning 1.2 NM from DER, 298' left of centerline, up to 115' AGL/268' MSL.
Trees beginning 1.2 NM from DER, 150' right of centerline, up to 287' MSL.
Spire, trees beginning 1.2 NM from DER, 36' left of centerline, up to 283' MSL.
Trees beginning 1.2 NM from DER, 38' right of centerline, up to 300' MSL.
Trees beginning 1.3 NM from DER, 61' right of centerline, up to 302' MSL.
Trees beginning 1.3 NM from DER, 27' right of centerline, up to 307' MSL.
Trees beginning 1.4 NM from DER, 7' left of centerline, up to 291' MSL.
Trees beginning 1.4 NM from DER, 142' right of centerline, up to 318' MSL.
Trees beginning 1.5 NM from DER, 46' right of centerline, up to 319' MSL.
Tree 1.5 NM from DER, 186' left of centerline, 294' MSL.
Trees beginning 1.5 NM from DER, 78' left of centerline, up to 296' MSL.
Trees beginning 1.5 nm from DER, 417' left of centerline, up to 100' AGL/297' MSL.
Trees, building beginning 1.5 NM from DER, 3' right of centerline, up to 324' MSL.
Tree 1.6 NM from DER, 1242' left of centerline, 88' AGL/301' MSL.
Trees, stack beginning 1.6 nm from DER, 134' right of centerline, up to 82' AGL/325' MSL.
Buildings, trees, stack beginning 1.6 NM from DER, 78' left of centerline, up to 71' AGL/315' MSL.
Tree 1.6 NM from DER, 381' right of centerline, 326' MSL.
Trees, buildings, tank beginning 1.6 NM from DER, 117' right of centerline, up to 88' AGL/335' MSL.
Tower, antennas, trees beginning 1.6 nm from DER, 720' right of centerline, up to 132' AGL/386' MSL.
Tree 1.7 NM from DER, 1255' left of centerline, 314' MSL.

Rwy 35, sign beginning 20' from DER, 198' left of centerline, up to 3' AGL/50' MSL.
Tree, vegetation beginning 23' from DER, 276' right of centerline, up to 25' AGL/71' MSL.
Vehicles 118' from DER, 488' left of centerline, 9' AGL/54' MSL.
Trees beginning 278' from DER, 559' right of centerline, up to 49' AGL/92' MSL.
Trees beginning 382' from DER, 580' left of centerline, 26' AGL/70' MSL.
Tree 599' from DER, 588' right of centerline, 58' AGL/101' MSL.
Trees beginning 601' from DER, 478' left of centerline, 34' AGL/78' MSL.
Trees beginning 636' from DER, 17' left of centerline, up to 78' AGL/123' MSL.
Trees beginning 683' from DER, 68' right of centerline, up to 78' AGL/121' MSL.
Trees beginning 1494' from DER, 1' right of centerline, up to 128' MSL.
Trees beginning 2285' from DER, 148' right of centerline, up to 132' MSL.
Trees beginning 2792' from DER, 421' left of centerline, up to 75' AGL/124' MSL.

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

NORWOOD, MA (CON’T)
NORWOOD MEML (OWD) (CON’T)

Rwy 35 (CONT), trees beginning 2876’ from DER, 359’ left of centerline, up to 125’ MSL.
Trees beginning 2949’ from DER, 516’ left of centerline, up to 130’ MSL.
Trees beginning 3123’ from DER, 367’ left of centerline, up to 83’ AGL/133’ MSL.
Tree 3392’ from DER, 1343’ right of centerline, 137’ MSL.
Tree 3531’ from DER, 1392’ right of centerline, 144’ MSL.
Trees beginning 3658’ from DER, 1317’ right of centerline, up to 154’ MSL.
Tree 3969’ from DER, 1326’ right of centerline, 157’ MSL.

Rwys 1, 13, 14, 19, 32, temporal and spatial profiles.

OLD TOWN, ME
DEWITT FLD/OLD TOWN MUNI (OLD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27SEP07 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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 31MAY12 (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 1300-2 ½ for climb in visual conditions.
Rwy 19, 300-1¾ or std. w/min. climb of 240’ per NM to 900.
Rwy 32, 400-2½ w/min. climb of 285’ per NM to 1700 or std. w/min. climb of 340’ per NM to 1700 or 1300-2½ 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.

TAKEOFF OBSTACLE NOTES:

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

OXFORD, CT
WATERBURY-OXFORD (OXC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 03JAN19 (19003) (FAA)

TAKEOFF MINIMUMS:
Rwy 36, 300-1/4 or std. w/min. climb of 340' per NM to 1000.

TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 29' from DER, 384' right of centerline, up to 699' MSL.
Trees beginning 151' from DER, 120' left of centerline, up to 703' MSL.
Trees beginning 264' from DER, 12' right of centerline, up to 703' MSL.
Trees beginning 281' from DER, 87' left of centerline, up to 707' MSL.
Trees beginning 288' from DER, 8' right of centerline, up to 704' MSL.
Trees beginning 290' from DER, 19' left of centerline, up to 712' MSL.
Tree 341' from DER, 303' left of centerline, 714' MSL.

Trees beginning 342' from DER, 16' left of centerline, up to 73' AGL/718' MSL.

Transmission line, trees beginning 513' from DER, 4' left of centerline, up to 81' AGL/734' MSL.

Trees beginning 659' from DER, 28' right of centerline, up to 706' MSL.
Trees beginning 686' from DER, 20' right of centerline, up to 708' MSL.
Trees beginning 780' from DER, 48' right of centerline, up to 709' MSL.
Trees beginning 862' from DER, 12' right of centerline, up to 712' MSL.

Trees beginning 957' from DER, 151' left of centerline, up to 746' MSL.

Trees beginning 963' from DER, 25' left of centerline, up to 762' MSL.

Trees, tower, transmission line beginning 1026' from DER, 158' left of centerline, up to 765' MSL.

Tree 1273' from DER, 254' right of centerline, 715' MSL.

Trees beginning 1351' from DER, 198' right of centerline, 718' MSL.

Trees beginning 1373' from DER, 174' right of centerline, up to 720' MSL.

Trees beginning 1606' from DER, 245' left of centerline, up to 768' MSL.
Trees beginning 1648' from DER, 400' left of centerline, up to 76' AGL/776' MSL.

Trees beginning 1806' from DER, 74' left of centerline, up to 777' MSL.

Tree 2151' from DER, 35' right of centerline, 736' MSL.

Trees beginning 2156' from DER, 8' right of centerline, up to 742' MSL.
Trees beginning 2191' from DER, 323' left of centerline, up to 95' AGL/780' MSL.

Trees beginning 2378' from DER, 349' left of centerline, up to 783' MSL.

Trees beginning 2604' from DER, 377' left of centerline, up to 786' MSL.

Tree 3396' from DER, 666' left of centerline, 788' MSL.

Trees beginning 3537' from DER, 731' left of centerline, up to 798' MSL.

Rwy 36, tree 55' from DER, 451' left of centerline, 55' AGL/736' MSL.

Trees beginning 126' from DER, 245' left of centerline, up to 750' MSL.
Trees beginning 403' from DER, 228' left of centerline, up to 751' MSL.

Tree 465' from DER, 534' right of centerline, 65' AGL/748' MSL.

Trees beginning 479' from DER, 346' right of centerline, up to 761' MSL.

Tree 625' from DER, 371' left of centerline, 754' MSL.

Trees beginning 768' from DER, 185' right of centerline, up to 94' AGL/765' MSL.

Tree 3334' from DER, 1392' right of centerline, 849' MSL.

Trees beginning 3572' from DER, 1165' right of centerline, up to 866' MSL.

Trees beginning 3739' from DER, 1195' right of centerline, up to 80' AGL/888' MSL.

Trees beginning 3866' from DER, 0' of centerline, up to 85' AGL/891' MSL.

Tree 5049' from DER, 53' left of centerline, 858' MSL.
Tree 5051' from DER, 13' left of centerline, 860' MSL.
Tree 5087' from DER, 48' left of centerline, 865' MSL.

Trees beginning 5109' from DER, 32' left of centerline, up to 867' MSL.

Trees beginning 5142' from DER, 14' left of centerline, up to 873' MSL.
Trees beginning 5200' from DER, 50' left of centerline, up to 874' MSL.

Tree 5245' from DER, 52' left of centerline, 877' MSL.

Trees beginning 5274' from DER, 3' left of centerline, up to 880' MSL.

Trees beginning 5303' from DER, 25' left of centerline, up to 882' MSL.

Trees beginning 5326' from DER, 0' left of centerline, up to 884' MSL.

Trees beginning 5480' from DER, 16' right of centerline, up to 883' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

OXFORD, ME
OXFORD COUNTY RGNL (81B)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (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.
TAKEOFF OBSTACLE NOTES:
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/719’ MSL.
Multiple trees beginning 5446’ from DER, 239’ right of centerline, up to 100’ AGL/1079’ MSL.

PAWTUCKET, RI
NORTH CENTRAL STATE (SFZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07MAR13 (13066) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 103’ from DER, 233’ right of centerline, 34’ AGL/434’ MSL.
Windsock 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, 85’ 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 30APR15 (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.
TAKEOFF OBSTACLE NOTES:
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.
Poles and trees beginning 2025’ from DER, 247’ left of centerline, up to 98’ AGL/289’ MSL.
PITTSFIELD, MA
PITTSFIELD MUNI (PSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  28FEB19  (19059)  (FAA)
TAKEOFF MINIMUMS:
Rwys 14, 32, NA.
Rwy 8, 1100-2 or std. with min. climb of 270’ per NM to 2500.
Rwy 26, 800-2 or std. with 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.
TAKEOFF OBSTACLE NOTES:
Rwy 8, pole 75’ from DER, 35’ right of centerline, 17’ AGL/1136’ MSL.
Pole 164’ from DER, 107’ right of centerline, 30’ AGL/1146’ MSL.
trees beginning 310’ from DER, 457’ right of centerline, up to 64’ AGL/1185’ MSL.

PITTSFIELD, ME
PITTSFIELD MUNI (2B7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  09FEB12  (12040)  (FAA)
DEPARTURE PROCEDURE:
Rwy 36, 300-1¼ or std w/min. climb of 220’ per NM to 500.
TAKEOFF OBSTACLE NOTES:
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, 17’ AGL/216’ MSL.
Building, trees and poles beginning 106’ 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 3  19JUL18  (18200)  (FAA)
DEPARTURE PROCEDURE:
Rwy 6, climb heading 056° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, sign at DER, 248’ right of centerline, 7’ AGL/149’ MSL.
Tree 5’ from DER, 443’ right of centerline, 167’ MSL.
Trees, buildings, pole beginning 32’ from DER, 215’ left of centerline, up to 22’ AGL/173’ MSL.
Trees beginning 141’ from DER, 379’ right of centerline, up to 171’ MSL.
Poles beginning 293’ from DER, 324’ right of centerline, up to 221’ MSL.
Tree 722’ from DER, 322’ right of centerline, up to 225’ MSL.
Building 779’ from DER, 643’ left of centerline, 23’ AGL/175’ MSL.
Trees, building beginning 781’ from DER, 324’ left of centerline, up to 41’ AGL/190’ MSL.
Tree 1163’ from DER, 584’ left of centerline, 209’ MSL.
Trees beginning 1166’ from DER, 342’ left of centerline, up to 229’ MSL.
Trees beginning 1173’ from DER, 509’ right of centerline, up to 83’ AGL/233’ MSL.
Trees beginning 1345’ from DER, 5’ left of centerline, up to 233’ MSL.
Trees beginning 3043’ from DER, 529’ left of centerline, up to 192’ MSL.
Tree 3556’ from DER, 590’ right of centerline, 241’ MSL.
Rwy 15, terrain 14’ from DER, 480’ left of centerline, 134’ MSL.
Traverse way beginning 25’ from DER, 410’ right of centerline, up to 145’ MSL.
Pole, traverse way beginning 209’ from DER, 323’ right of centerline, up to 164’ MSL.
Tree 260’ from DER, 283’ left of centerline, 177’ MSL.
Trees beginning 265’ from DER, 459’ right of centerline, up to 170’ MSL.
Tree 382’ from DER, 529’ left of centerline, 198’ MSL.
Trees, electrical system beginning 412’ from DER, 359’ right of centerline, up to 192’ MSL.
Trees, electrical system beginning 540’ from DER, 328’ right of centerline, up to 197’ MSL.
Trees beginning 550’ from DER, 291’ left of centerline, up to 208’ MSL.
Trees beginning 607’ from DER, 327’ left of centerline, up to 210’ MSL.
Tree, electrical system beginning 641’ from DER, 637’ right of centerline, up to 199’ MSL.
Trees beginning 769’ from DER, 440’ right of centerline, up to 203’ MSL.
Tree 884’ from DER, 408’ right of centerline, 204’ MSL.
Tree 936’ from DER, 565’ right of centerline, 211’ MSL.
Trees, poles beginning 977’ from DER, 4’ right of centerline, up to 222’ MSL.
Trees beginning 1166’ from DER, 3’ left of centerline, up to 86’ AGL/217’ MSL.
Trees beginning 2064’ from DER, 59’ right of centerline, up to 79’ AGL/225’ MSL.
Trees beginning 2221’ from DER, 625’ left of centerline, up to 223’ MSL.
Trees beginning 2463’ from DER, 738’ left of centerline, up to 103’ AGL/228’ MSL.
Trees beginning 2520’ from DER, 758’ left of centerline, up to 95’ AGL/230’ MSL.

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

PLYMOUTH, MA (CON’T)

PLYMOUTH MUNI (PYM) (CON’T)

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

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 15 (CON’T), tree 3780’ from DER, 1160’ left of centerline, 71’ AGL/232’ MSL.

Tree 3860’ from DER, 1237’ left of centerline, 76’ AGL/235’ MSL.

Tree 4060’ from DER, 1048’ left of centerline, 68’ AGL/230’ MSL.

Trees beginning 4039’ from DER, 1146’ left of centerline, up to 75’ AGL/242’ MSL.

Trees beginning 4187’ from DER, 1294’ left of centerline, up to 83’ AGL/245’ MSL.

Tree 4283’ from DER, 1572’ left of centerline, 86’ AGL/246’ MSL.

Trees beginning 4557’ from DER, 737’ right of centerline, up to 74’ AGL/252’ MSL.

Tree 4558’ from DER, 117’ left of centerline, 71’ AGL/249’ MSL.

Trees beginning 4584’ from DER, 12’ left of centerline, up to 72’ AGL/257’ MSL.

Tree 4631’ from DER, 180’ right of centerline, 84’ AGL/253’ MSL.

Trees beginning 4655’ from DER, 78’ right of centerline, up to 83’ AGL/256’ MSL.

Tree 4689’ from DER, 96’ left of centerline, 75’ AGL/261’ MSL.

Trees beginning 4708’ from DER, 83’ left of centerline, up to 79’ AGL/266’ MSL.

Tree 4741’ from DER, 519’ right of centerline, 82’ AGL/269’ MSL.

Tree 4777’ from DER, 430’ right of centerline, 85’ AGL/260’ MSL.

Trees beginning 4786’ from DER, 17’ right of centerline, up to 80’ AGL/261’ MSL.

Trees beginning 4790’ from DER, 86’ right of centerline, up to 89’ AGL/263’ MSL.

Rwy 24, electrical system 5’ from DER, 10’ right of centerline, 1’ AGL/136’ MSL.

Poles, tree beginning 806’ from DER, 613’ right of centerline, up to 56’ AGL/186’ MSL.

Tree, pole beginning 1432’ from DER, 549’ right of centerline, up to 201’ MSL.

Tree 1504’ from DER, 887’ left of centerline, 190’ MSL.

Tree 1835’ from DER, 917’ left of centerline, 194’ MSL.

Tree 1879’ from DER, 897’ right of centerline, 204’ MSL.

Trees beginning 1903’ from DER, 489’ right of centerline, up to 207’ MSL.

Trees beginning 1944’ from DER, 910’ left of centerline, up to 197’ MSL.

Tree 2202’ from DER, 994’ left of centerline, 207’ MSL.

Trees beginning 2226’ from DER, 523’ left of centerline, up to 208’ MSL.

Tree 2298’ from DER, 588’ right of centerline, 208’ MSL.

Trees beginning 2299’ from DER, 478’ right of centerline, up to 209’ MSL.

Trees beginning 2500’ from DER, 402’ right of centerline, up to 211’ MSL.

Tree 2594’ from DER, 597’ left of centerline, 212’ MSL.

Trees beginning 2649’ from DER, 572’ left of centerline, up to 213’ MSL.

Trees beginning 2940’ from DER, 606’ right of centerline, up to 213’ MSL.

Tree 3057’ from DER, 476’ right of centerline, 217’ MSL.

Rwy 33, pole, traverse way beginning 1’ from DER, 254’ left of centerline, up to 20’ AGL/162’ MSL.

Terrain 22’ from DER, 238’ right of centerline, 146’ MSL.

Pole, traverse way, trees beginning 72’ from DER, 267’ left of centerline, up to 38’ AGL/180’ MSL.

Stacks, buildings beginning 123’ from DER, 337’ right of centerline, up to 20’ AGL/167’ MSL.

Buildings, stack beginning 267’ from DER, 301’ right of centerline, up to 168’ MSL.

Poles, electrical system beginning 595’ from DER, 457’ right of centerline, up to 3’ AGL/178’ MSL.

Trees, electrical system, pole beginning 699’ from DER, 68’ left of centerline, up to 47’ AGL/189’ MSL.

Trees, electrical system, buildings, poles beginning 699’ from DER, 56’ right of centerline, up to 72’ AGL/211’ MSL.

Tree 785’ from DER, 576’ left of centerline, 202’ MSL.

Trees beginning 797’ from DER, 133’ left of centerline, up to 67’ AGL/210’ MSL.

Trees beginning 828’ from DER, 430’ left of centerline, up to 70’ AGL/215’ MSL.

Trees, pole beginning 877’ from DER, 16’ left of centerline, up to 76’ AGL/221’ MSL.

Tree 920’ from DER, 525’ right of centerline, 74’ AGL/218’ MSL.

Trees, poles beginning 929’ from DER, 9’ right of centerline, up to 77’ AGL/223’ MSL.

Trees beginning 2182’ from DER, 558’ right of centerline, up to 73’ AGL/234’ MSL.

Trees beginning 2362’ from DER, 153’ left of centerline, up to 81’ AGL/223’ MSL.

Trees beginning 2375’ from DER, 106’ left of centerline, up to 76’ AGL/227’ MSL.

Trees, electrical system beginning 2378’ from DER, 11’ right of centerline, up to 82’ AGL/240’ MSL.

Trees, pole beginning 2491’ from DER, 23’ right of centerline, up to 77’ AGL/242’ MSL.

Trees beginning 2508’ from DER, 25’ left of centerline, up to 85’ AGL/238’ MSL.

Trees beginning 3543’ from DER, 38’ left of centerline, up to 106’ AGL/242’ MSL.

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

PORTLAND, ME

PORTLAND INTL JETPORT (PWM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1 1/2 or std. w/min. climb of 272’ per NM to 400.

Rwy 36, 400-2 1/4 or std. w/min. climb of 235’ per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 481’ from DER, 563’ right of centerline, 32’ AGL/69’ MSL.

Tree 653’ 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.

CON’T
PORTLAND, ME (CON’T)
PORTLAND INTL JETPORT (PWM) (CON’T)

Rwy 18 (CON’T), 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 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.

PORTSMOUTH, NH
PORTSMOUTH INTL AT PEASE (PSM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 05APR12 (12096) (FAA)

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

TAKEOFF OBSTACLE NOTES:
Rwy 34, building 519’ from DER, 16’ AGL/115’ MSL.

PRESQUE ISLE, ME
PRESQUE ISLE INTL (PQI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 300-1 w/min. climb of 245’ per NM to 1200, or std. w/min. climb of 240’ per NM to 800, or 1100-3 for VCOA.
Rwy 10, 300-1¾ or std. w/min. climb of 264’ per NM to 900.
Rwy 19, std. w/min. climb of 273’ per NM to 1700 or 1100-3 for VCOA.
Rwy 28, 300-1½ w/min. climb of 216’ per NM to 2100, or std. w/min. climb of 318’ per NM to 800, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 10, climb heading 093° to 1600 before proceeding on course.

VCOA:
Rwys 1, 19, 18, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Presque Isle Intl at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 1, terrain 10’ from DER, 372’ left of centerline, 535’ MSL.
Terrain 172’ from DER, 473’ left of centerline, 545’ MSL.
Terrain 406’ from DER, 513’ right of centerline, 549’ MSL.
Terrain 657’ from DER, 523’ left of centerline, 564’ MSL.

Vehicles on road, NAVAID beginning 948’ from DER, on centerline, up to 570’ MSL.

Terrain 1418’ from DER, 231’ left of centerline, 579’ MSL.

Vehicles on road 1462’ from DER, 13’ left of centerline, 586’ MSL.

Tree, vehicles on road beginning 1479’ from DER, 210’ left of centerline, up to 55’ AGL/601’ MSL.

Terrain 2186’ from DER, 787’ right of centerline, 607’ MSL.

Tree 2406’ from DER, 409’ right of centerline, 33’ AGL/630’ MSL.

Pole 2586’ from DER, 1112’ right of centerline, 38’ AGL/662’ MSL.

Tree, pole beginning 2723’ from DER, 908’ right of centerline, up to 41’ AGL/678’ MSL.

Tree, pole beginning 2791’ from DER, 13’ right of centerline, up to 51’ AGL/694’ MSL.

Pole, terrain, tree, building 3663’ from DER, 687’ right of centerline, up to 29’ AGL/713’ MSL.

Tree 1.1 NM from DER, 1517’ right of centerline, 61’ AGL/734’ MSL.

Tree 1.1 NM from DER, 1609’ right of centerline, 61’ AGL/738’ MSL.

Tree 1.2 NM from DER, 1850’ right of centerline, 70’ AGL/749’ MSL.

Tree 2.5 NM from DER, 3528’ from DER, 100’ AGL/960’ MSL.

Rwy 10, tree, vehicles on road beginning 35’ from DER, 423’ right of centerline, up to 38’ AGL/508’ MSL.

Pole, tree, pole beginning 444’ from DER, 610’ right of centerline, 43’ AGL/519’ MSL.

Tree 519’ from DER, 517’ right of centerline, 58’ AGL/535’ MSL.

Tree, pole beginning 649’ from DER, 472’ right of centerline, up to 77’ AGL/553’ MSL.

Tree 2610’ from DER, 132’ left of centerline, 73’ AGL/544’ MSL.

Tree 1.3 NM from DER, 1697’ right of centerline, 59’ AGL/748’ MSL.

Tree 1.4 NM from DER, 1657’ right of centerline, 67’ AGL/760’ MSL.

CON’T
PRESQUE ISLE, ME (CON’T)

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

Rwy 10 (CON’T), tree 1.4 NM from DER, 1665' right of centerline, 76' AGL/764' MSL.
Rwy 28, tree 50' from DER, 471' right of centerline, 18' AGL/487' MSL.
Vegetation 176' from DER, 257' right of centerline, 18' AGL/488' MSL.
Tree 294' from DER, 409' left of centerline, 40' AGL/500' MSL.
Trees beginning 603' from DER, 28' left of centerline, up to 47' AGL/527' MSL.
Tree 1181' from DER, 537' right of centerline, 48' AGL/523' MSL.
Tree 1188' from DER, 638' right of centerline, 62' AGL/537' MSL.
Tree 3865' from DER, 467' left of centerline, 76' AGL/764' MSL.
Tree 4093' from DER, 755' right of centerline, 100' AGL/720' MSL.

PRINCETON, ME

PRINCETON MUNI (PNN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  29MAY14  (14149)  (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-Runway closed.

TAKEOFF OBSTACLE NOTES:

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.

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.

PROVIDENCE, RI

RHODE ISLAND TF GREEN INTL (PVD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 13  07DEC17  (21280)  (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 300-2 w/min. climb of 220' per NM to 1100 or std. w/min. climb of 250' per NM to 500 or 1000-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 23, climb on heading 227° to 700 before turning right.
VCOA

Rwy 34, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Rhode Island TF Green Int'l at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 22' from DER, 437' left of centerline, 45' MSL.
Lighting 675' from DER, 598' left of centerline, 68' MSL.
Tree 794' from DER, 614' left of centerline, 74' MSL.
Tree 880' from DER, 722' right of centerline, 78' MSL.
Trees beginning 1215' from DER, 497' left of centerline, up to 107' MSL.
Tree 1303' from DER, 849' right of centerline, 88' MSL.
Trees beginning 1464' from DER, 733' right of centerline, up to 105' MSL.
Trees beginning 2080' from DER, 454' left of centerline, up to 115' MSL.
Trees beginning 2205' from DER, 783' right of centerline, up to 120' MSL.

Rwy 16, terrain 32' from DER, 221' right of centerline, 34' MSL.
Tree, building, terrain beginning 82' from DER, 136' right of centerline, up to 71' MSL.
Tree 406' from DER, 579' left of centerline, 49' MSL.
Trees beginning 1172' from DER, 792' left of centerline, up to 72' MSL.
Trees beginning 1468' from DER, 407' left of centerline, up to 87' MSL.
Tree 1570' from DER, 827' right of centerline, 85' MSL.
Tree, pole beginning 1585' from DER, 490' left of centerline, up to 110' MSL.
Tree 1659' from DER, 911' right of centerline, 92' MSL.
Tree 2014' from DER, 907' left of centerline, 113' MSL.
Trees beginning 2015' from DER, 759' left of centerline, up to 119' MSL.
Pole, tree beginning 2534' from DER, 222' right of centerline, up to 118' MSL.
Trees beginning 2583' from DER, 9' left of centerline, up to 90' AGL/123' MSL.
Tree, pole beginning 2932' from DER, 28' right of centerline, up to 82' AGL/119' MSL.
Tank, tree, pole beginning 2957' from DER, 2' right of centerline, up to 121' MSL.
Tree, pole beginning 3146' from DER, 9' right of centerline, up to 87' AGL/123' MSL.
Tower 3491' from DER, 1346' right of centerline, 94' AGL/131' MSL.

Rwy 23, traverse way 206' from DER, 554' left of centerline, 61' MSL.
Pole 331' from DER, 588' left of centerline, 86' MSL.
Terrain 530' from DER, 613' right of centerline, 67' MSL.
Tree, pole beginning 661' from DER, 485' right of centerline, up to 85' MSL.
Tree 1004' from DER, 585' right of centerline, 101' MSL.
Tree 1007' from DER, 723' left of centerline, 116' MSL.

CON’T
PROVIDENCE, RI (CON’T)

RHODE ISLAND TF GREEN INTL (PVD) (CON’T)

Rwy 23 (CON’T), trees beginning 1099’ from DER, 494’ right of centerline, up to 114’ MSL.
Trees beginning 1181’ from DER, 720’ left of centerline, up to 117’ MSL.
Trees beginning 1512’ from DER, 591’ left of centerline, up to 124’ MSL.
Tree 1583’ from DER, 908’ right of centerline, 119’ MSL.
Trees beginning 1697’ from DER, 497’ right of centerline, up to 123’ MSL.
Trees beginning 1917’ from DER, 494’ left of centerline, up to 125’ MSL.

Rwy 34, fence beginning 71’ from DER, 313’ left of centerline, up to 59’ MSL.

PROVINCETOWN, MA

PROVINCETOWN MUNI (PVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07214) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 133’ from DER, 118’ right of centerline up to 33’ AGL/37’ MSL.

Rwy 25, bush 376’ from DER, 575’ right of centerline, 12’ AGL/21’ MSL.

RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE (M57)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (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.

TAKEOFF OBSTACLE NOTES:

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

RANGELEY, ME (CON’T)
STEPHEN A BEAN MUNI (8B0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A  21MAY20  (20142)  (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 305’ per NM to 3800 or 2400 and 3 for VCOA.
Rwy 32, std. w/min. climb of 320’ per NM to 3100 or 2400 and 3 for VCOA.
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.
VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Stephen A Bean Muni at or above 4100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 23’ from DER, 461’ right of centerline, up to 1856’ MSL.
   Trees beginning 230’ from DER, 285’ right of centerline, up to 1857’ MSL.
   Trees beginning 372’ from DER, 468’ left of centerline, up to 1850’ MSL.
   Trees beginning 822’ from DER, 372’ left of centerline, up to 1859’ MSL.
ROCHESTER, NH
SKYHAVEN (DAW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A  05JAN17  (17005)  (FAA)
DEPARTURE PROCEDURE:
Rwy 33, climb heading 327° to 800, then climbing left turn heading 250° to intercept CON VOR/DME R-095 to 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
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  05AUG04  (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.
TAKEOFF OBSTACLE NOTES:
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  07FEB13  (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 DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO 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 DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO 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 DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO 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.
   CON’T
RUTLAND, VT (CON’T)
SOUTHERN VERMONT RGNL (RUT) (CON’T)
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree 79’ from DER, 424’ right of centerline, 80’ AGL/806’ MSL.
Rwy 1, tree beginning 167’ from DER, 175’ right of centerline, up to 42’ AGL/843’ 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.

SANFORD, ME
SANFORD SEACOAST RGNL (SFM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  07MAR13  (13066)  (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-1½ 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.
TAKEOFF OBSTACLE NOTES:
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.
Tree 118’ from DER, 309’ right of centerline, up to 78’ AGL/431’ 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, 1225’ left of centerline, up to 82’ AGL/431’ MSL.
Trees 5473’ from DER, 1013’ left of centerline, up to 87’ AGL/416’ MSL.

SOUTHBRIDGE, MA
SOUTHBRIDGE MUNI (3B0)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  11MAR10  (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.
TAKEOFF OBSTACLE NOTES:
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, 201’ left of centerline, up to 72’ AGL/401’ MSL.

SPRINGFIELD, VT
HARTNESS STATE (SPRINGFIELD) (VSF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  10SEP20  (20254)  (FAA)
TAKEOFF MINIMUMS:
Rwys 5, 11, 23, 29, 3000-3 for VCOA
VCOA:
All Rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hartness State (Springfield) airport at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, tree, transmission line, pole beginning 3’ from DER, 295’ left of centerline, up to 688’ MSL.
Tree 47’ from DER, 218’ right of centerline, 571’ MSL.
Trees beginning 95’ from DER, 178’ right of centerline, up to 598’ MSL.
Trees, transmission line, pole beginning 189’ from DER, 2’ left of centerline, up to 704’ MSL.
Trees, poles, transmission line beginning 558’ from DER, 94’ left of centerline, up to 713’ MSL.
Trees beginning 1013’ from DER, 25’ left of centerline, up to 721’ MSL.
Tree 1294’ from DER, 112’ right of centerline, 616’ MSL.
Trees beginning 1292’ from DER, 24’ right of centerline, up to 633’ MSL.
Tree 3402’ from DER, 22’ right of centerline, 650’ MSL.
Tree 3699’ from DER, 77’ right of centerline, 660’ MSL.
Tree 5131’ from DER, 1824’ right of centerline, 773’ MSL.
Trees beginning 5509’ from DER, 1579’ right of centerline, up to 799’ MSL.
Trees beginning 5989’ from DER, 1426’ right of centerline, up to 829’ MSL.
Tree 1 NM from DER, 1709’ right of centerline, 945’ MSL.
Trees beginning 1 NM from DER, 1346’ right of centerline, up to 1054’ MSL.
Tower, antenna, trees beginning 1.1 NM from DER, 302’ right of centerline, up to 76’ AGL/1161’ MSL.
CONT'T
SPRINGFIELD, VT (CON’T)
HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 5 (CON’T), trees beginning 1.6 NM from DER, 685’ right of centerline, up to 1166’ MSL.
Trees beginning 1.6 NM from DER, 279’ right of centerline, up to 1233’ MSL.
Trees, buildings, pole beginning 1.7 NM from DER, 103’ right of centerline, up to 1237’ MSL.
Tree 2 NM from DER, 390’ left of centerline, 881’ MSL.
Tree 2.1 NM from DER, 809’ left of centerline, 887’ MSL.
Tree 2.1 NM from DER, 304’ left of centerline, 899’ MSL.
Trees beginning 2.1 NM from DER, 478’ left of centerline, up to 953’ MSL.
Trees beginning 2.2 NM from DER, 43’ left of centerline, up to 1025’ MSL.
Tree 2.2 NM from DER, 401’ left of centerline, 1057’ MSL.
Trees beginning 2.2 NM from DER, 1574’ right of centerline, up to 1271’ MSL.
Trees beginning 2.2 NM from DER, 37’ left of centerline, up to 1093’ MSL.
Trees beginning 2.3 NM from DER, 307’ right of centerline, up to 1280’ MSL.
Tree 2.3 NM from DER, 557’ left of centerline, 1122’ MSL.
Trees beginning 2.3 NM from DER, 841’ right of centerline, up to 1294’ MSL.
Trees beginning 2.3 NM from DER, 63’ left of centerline, up to 1126’ MSL.
Building, poles, transmission line, trees beginning 2.3 NM from DER, 104’ right of centerline, up to 102’ AGL/1314’ MSL.
Trees beginning 2.3 NM from DER, 390’ left of centerline, up to 1189’ MSL.
Trees beginning 2.4 NM from DER, 1091’ left of centerline, up to 1208’ MSL.
Trees beginning 2.4 NM from DER, 647’ left of centerline, up to 1217’ MSL.
Trees beginning 2.5 NM from DER, 29’ left of centerline, up to 1266’ MSL.
Building, trees beginning 2.5 NM from DER, 589’ right of centerline, up to 26’ AGL/1173’ MSL.

Rwy 11, trees beginning 35’ from DER, 302’ right of centerline, up to 648’ MSL.
Trees beginning 56’ from DER, 225’ left of centerline, up to 584’ MSL.
Tree 2988’ from DER, 831’ left of centerline, 693’ MSL.
Tree 3096’ from DER, 386’ left of centerline, 716’ MSL.
Tree 3318’ from DER, 953’ left of centerline, 754’ MSL.
Tree 3361’ from DER, 1185’ left of centerline, 721’ MSL.
Tree 3419’ from DER, 671’ left of centerline, 792’ MSL.
Tree 3495’ from DER, 57’ right of centerline, 770’ MSL.
Trees beginning 3580’ from DER, 511’ right of centerline, 787’ MSL.
Trees beginning 3672’ from DER, 321’ left of centerline, up to 845’ MSL.
Tree 3698’ from DER, 1067’ right of centerline, 830’ MSL.
Tree 3975’ from DER, 650’ right of centerline, 846’ MSL.
Tree 4022’ from DER, 121’ right of centerline, 852’ MSL.
Trees beginning 4153’ from DER, 331’ left of centerline, up to 870’ MSL.
Trees, transmission line, pole beginning 4154’ from DER, 373’ right of centerline, up to 903’ MSL.
Trees, tower, poles, transmission line beginning 4465’ from DER, 81’ right of centerline, up to 938’ MSL.
Trees beginning 4544’ from DER, 149’ left of centerline, up to 873’ MSL.
Trees beginning 5381’ from DER, 131’ left of centerline, up to 901’ MSL.
Trees, transmission line, poles beginning 5678’ from DER, 198’ left of centerline, up to 907’ MSL.
Tree 1.1 NM from DER, 1851’ left of centerline, 947’ MSL.
Tree 1.1 NM from DER, 2298’ left of centerline, 955’ MSL.
Tree 1.1 NM from DER, 1111’ left of centerline, 976’ MSL.
Trees beginning 1.2 NM from DER, 366’ left of centerline, up to 1027’ MSL.
Trees beginning 1.2 NM from DER, 266’ right of centerline, up to 947’ MSL.
Trees beginning 1.2 NM from DER, 784’ left of centerline, up to 1029’ MSL.
Tree 1.2 NM from DER, 1813’ left of centerline, 973’ MSL.
Tree 1.2 NM from DER, 1378’ right of centerline, 984’ MSL.
Trees beginning 1.2 NM from DER, 153’ left of centerline, up to 1054’ MSL.
Trees beginning 1.2 NM from DER, 449’ right of centerline, up to 1120’ MSL.
Trees beginning 1.2 NM from DER, 571’ left of centerline, up to 1075’ MSL.
Trees beginning 1.2 NM from DER, 101’ right of centerline, up to 1237’ MSL.
Trees beginning 1.3 NM from DER, 319’ left of centerline, up to 1097’ MSL.
Trees beginning 1.3 NM from DER, 592’ right of centerline, up to 1269’ MSL.
Trees beginning 1.4 NM from DER, 766’ left of centerline, up to 1101’ MSL.
Tower, trees beginning 1.4 NM from DER, 11’ right of centerline, up to 74’ AGL/1408’ MSL.
Trees beginning 1.4 NM from DER, 1219’ left of centerline, up to 1106’ MSL.
Trees beginning 1.4 NM from DER, 175’ left of centerline, up to 1172’ MSL.
Trees beginning 1.5 NM from DER, 19’ left of centerline, up to 1192’ MSL.
Trees beginning 1.8 NM from DER, 97’ left of centerline, up to 1208’ MSL.
Trees beginning 2.2 NM from DER, 245’ left of centerline, up to 1210’ MSL.
Tree 2.2 NM from DER, 3069’ left of centerline, 1242’ MSL.
Tree 2.2 NM from DER, 2553’ left of centerline, 1261’ MSL.
Trees beginning 2.2 NM from DER, 306’ left of centerline, up to 1289’ MSL.
Trees beginning 2.3 NM from DER, 208’ left of centerline, up to 1326’ MSL.
Tree 2.4 NM from DER, 3985’ left of centerline, 1336’ MSL.
Trees beginning 2.4 NM from DER, 876’ left of centerline, up to 1368’ MSL.
Trees beginning 2.4 NM from DER, 447’ left of centerline, up to 1420’ MSL.
Tree 2.4 NM from DER, 4186’ left of centerline, 1437’ MSL.
Trees beginning 2.5 NM from DER, 116’ left of centerline, up to 1445’ MSL.
Trees beginning 2.5 NM from DER, 610’ left of centerline, up to 1479’ MSL.
Trees beginning 2.5 NM from DER, 62’ right of centerline, up to 1123’ MSL.

Rwy 23, trees beginning 28’ from DER, 316’ left of centerline, up to 591’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
SPRINGFIELD, VT (CON’T)
HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

Rwy 23 (CON’T), tree 96’ from DER, 181’ right of centerline, 596’ MSL.
Tree 157’ from DER, 426’ right of centerline, 619’ MSL.
Tree 285’ from DER, 530’ right of centerline, 631’ MSL.
Trees, pole, transmission line beginning 492’ from DER, 2’ right of centerline, up to 640’ MSL.
Tree 1019’ from DER, 584’ left of centerline, 606’ MSL.
Trees beginning 1107’ from DER, 187’ left of centerline, up to 613’ MSL.
Tree 1.2 NM from DER, 1610’ left of centerline, 759’ MSL.
Trees beginning 1.2 NM from DER, 1702’ left of centerline, up to 776’ MSL.
Tree 1.3 NM from DER, 2175’ right of centerline, 772’ MSL.
Trees beginning 1.3 NM from DER, 1810’ right of centerline, up to 816’ MSL.
Trees beginning 1.3 NM from DER, 1418’ right of centerline, up to 823’ MSL.
Tree 1.4 NM from DER, 1910’ right of centerline, 842’ MSL.
Transmission line, pole beginning 1.4 NM from DER, 2700’ right of centerline, up to 28’ agl/875’ MSL.
Buildings beginning 1.4 NM from DER, 2655’ right of centerline, 35’ agl/877’ MSL.
Tree 1.4 NM from DER, 2301’ right of centerline, 890’ MSL.
Trees, building, transmission line, poles beginning 1.5 NM from DER, 1793’ right of centerline, up to 929’ MSL.
Tree 1.5 NM from DER, 376’ left of centerline, 829’ MSL.
Tree 1.6 NM from DER, 668’ left of centerline, 845’ MSL.
Tree 1.8 NM from DER, 2654’ left of centerline, 862’ MSL.
Tree 1.8 NM from DER, 3071’ left of centerline, 887’ MSL.
Trees beginning 1.8 NM from DER, 774’ right of centerline, up to 976’ MSL.
Trees beginning 1.8 NM from DER, 1457’ left of centerline, up to 957’ MSL.
Trees, buildings beginning 1.9 NM from DER, 381’ right of centerline, up to 996’ MSL.
Trees beginning 1.9 NM from DER, 2230’ left of centerline, up to 972’ MSL.
Trees beginning 2 NM from DER, 1561’ left of centerline, up to 978’ MSL.
Tree 2 NM from DER, 2823’ left of centerline, 997’ MSL.
Trees beginning 2 NM from DER, 1976’ left of centerline, up to 1011’ MSL.
Trees, building beginning 2.1 NM from DER, 95’ left of centerline, up to 1012’ MSL.
Trees beginning 2.2 NM from DER, 224’ right of centerline, up to 1148’ MSL.
Tree 2.3 NM from DER, 3227’ right of centerline, 1201’ MSL.
Trees beginning 2.3 NM from DER, 1895’ right of centerline, up to 1239’ MSL.
Trees beginning 2.3 NM from DER, 0’ of centerline, up to 1273’ MSL.
Trees, tower beginning 2.3 NM from DER, 3304’ right of centerline, up to 1282’ MSL.
Trees beginning 2.4 NM from DER, 33’ right of centerline, up to 1290’ MSL.
Trees beginning 2.5 NM from DER, 1932’ left of centerline, up to 1013’ MSL.
Tree 2.5 NM from DER, 312’ left of centerline, 1022’ MSL.
Trees beginning 2.5 NM from DER, 661’ left of centerline, up to 1023’ MSL.

Rwy 29, tree 48’ from DER, 472’ left of centerline, 623’ MSL.
Trees beginning 227’ from DER, 331’ left of centerline, up to 625’ MSL.
Trees beginning 372’ from DER, 389’ right of centerline, up to 649’ MSL.
Trees beginning 428’ from DER, 177’ left of centerline, up to 648’ MSL.
Tree 1534’ from DER, 833’ left of centerline, 678’ MSL.
Trees beginning 1997’ from DER, 315’ left of centerline, up to 726’ MSL.
Tree 2377’ from DER, 760’ left of centerline, 745’ MSL.
Trees beginning 2610’ from DER, 300’ left of centerline, up to 758’ MSL.
Trees, transmission line beginning 2779’ from DER, pole beginning 862’ left of centerline, up to 784’ MSL.
Tree 2907’ from DER, 1075’ right of centerline, 737’ MSL.
Tree 3004’ from DER, 39’ right of centerline, 743’ MSL.
Tree 3133’ from DER, 496’ right of centerline, 746’ MSL.
Tree, building, transmission line, pole beginning 3172’ from DER, 387’ left of centerline, up to 786’ MSL.
Tree 3225’ from DER, 789’ left of centerline, 798’ MSL.
Tree 3331’ from DER, 890’ right of centerline, 757’ MSL.
Trees, transmission line, poles, building beginning 3351’ from DER, 148’ left of centerline, up to 805’ MSL.
Trees beginning 3371’ from DER, 166’ right of centerline, up to 769’ MSL.
Trees beginning 3898’ from DER, 148’ right of centerline, up to 797’ MSL.
Trees, poles, transmission line, buildings beginning 3941’ from DER, 71’ left of centerline, up to 806’ MSL.
Transmission line, pole beginning 4726’ from DER, 0’ left of centerline, up to 72’ AGL/854’ MSL.
Trees, transmission line, pole beginning 4728’ from DER, 333’ right of centerline, up to 804’ MSL.
Trees beginning 4939’ from DER, 73’ left of centerline, up to 837’ MSL.
Transmission line, pole beginning 5000’ from DER, 123’ right of centerline, up to 46’ AGL/820’ MSL.
Transmission line, pole beginning 5255’ from DER, 270’ right of centerline, up to 39’ AGL/824’ MSL.
Trees, pole, transmission line beginning 5271’ from DER, 446’ right of centerline, up to 828’ MSL.
Tree 5864’ from DER, 168’ right of centerline, 830’ MSL.
Trees, transmission line, pole beginning 5897’ from DER, 55’ right of centerline, up to 836’ MSL.
Tree, transmission line, pole beginning 1 NM from DER, 1125’ right of centerline, up to 880’ MSL.
Trees beginning 1 NM from DER, 274’ right of centerline, up to 881’ MSL.
Trees beginning 1.1 NM from DER, 91’ right of centerline, up to 889’ MSL.
Trees beginning 1.1 NM from DER, 48’ right of centerline, up to 919’ MSL.
Trees, pole, transmission lines, poles beginning 1.2 NM from DER, 250’ right of centerline, up to 963’ MSL.
Trees, pole, transmission line beginning 1.3 NM from DER, 628’ right of centerline, up to 971’ MSL.
Trees beginning 1.3 NM from DER, 119’ left of centerline, up to 841’ MSL.
Trees beginning 1.3 NM from DER, 82’ right of centerline, up to 1013’ MSL.
Trees beginning 1.4 NM from DER, 148’ left of centerline, up to 848’ MSL.

CON’T
NE-1, 07 OCT 2021 to 02 DEC 2021

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

SPRINGFIELD, VT (CON’T)
HARTNESS STATE (SPRINGFIELD) (VSF) (CON’T)

- Rwy 29 (CON’T), trees beginning 1.5 NM from DER, 347’ left of centerline, up to 860’ MSL.
- Trees beginning 1.5 NM from DER, 1750’ left of centerline, up to 863’ MSL.
- Trees beginning 1.6 NM from DER, 184’ right of centerline, up to 1029’ MSL.
- Trees beginning 1.6 NM from DER, 241’ left of centerline, up to 875’ MSL.
- Tree 1.6 NM from DER, 1188’ left of centerline, 876’ MSL.
- Trees beginning 1.6 NM from DER, 19’ left of centerline, up to 900’ MSL.
- Trees beginning 1.6 NM from DER, 101’ right of centerline, up to 1047’ MSL.
- Trees beginning 1.7 NM from DER, 562’ left of centerline, up to 932’ MSL.
- Trees beginning 1.7 NM from DER, 404’ left of centerline, up to 991’ MSL.
- Trees beginning 1.8 NM from DER, 171’ left of centerline, up to 1022’ MSL.
- Trees beginning 1.8 NM from DER, 525’ left of centerline, up to 1069’ MSL.
- Trees beginning 1.9 NM from DER, 30’ left of centerline, up to 1122’ MSL.
- Tree 1.9 NM from DER, 2455’ right of centerline, 1050’ MSL.
- Trees beginning 1.9 NM from DER, 950’ right of centerline, up to 1083’ MSL.
- Trees beginning 2 NM from DER, 486’ right of centerline, up to 1100’ MSL.
- Tower 2 NM from DER, 1210’ right of centerline, 64’ AGL/1103’ MSL.
- Trees beginning 2 NM from DER, 1155’ right of centerline, up to 1130’ MSL.
- Trees beginning 2 NM from DER, 2169’ right of centerline, up to 1155’ MSL.
- Trees beginning 2 NM from DER, 295’ right of centerline, up to 1196’ MSL.
- Trees beginning 2.1 NM from DER, 190’ right of centerline, up to 1251’ MSL.
- Trees beginning 2.2 NM from DER, 681’ right of centerline, up to 1252’ MSL.
- Trees beginning 2.3 NM from DER, 1442’ left of centerline, up to 1148’ MSL.

STOW, MA
MINUTE MAN AIR FLD (6B6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  23SEP10 (21168)  (FAA)
TAKEOFF MINIMUMS:
- Rwy 3, 400-2½ or std. w/min. climb of 420’ per NM to 700.
- Rwys 12, 30, NA-Environmental.
DEPARTURE PROCEDURE:
- Rwy 3, climb heading 032° to 800 before proceeding on course.
- Rwy 21, climb heading 212° to 1600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- 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/229’ MSL.
- Trees beginning 216’ from DER, 2169’ right of centerline, up to 1155’ MSL.
- Trees beginning 295’ from DER, left and right of centerline, up to 80’ AGL/365’ MSL.
- Trees beginning 11’ from DER, 147’ right of centerline, up to 43’ MSL.
- Trees and terrain beginning 1044’ from DER, 320’ left of centerline, up to 80’ AGL/199’ MSL.

TAUNTON, MA
TAUNTON MUNI - KING FLD (TAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  14FEB08 (21224)  (FAA)
TAKEOFF MINIMUMS:
- Rwys 4, 22, NA-Turf runway.
- Rwy 12, 200-1½ or std. w/min. climb of 362’ per NM to 300.
- Rwys 30, 200-1 or std. w/min climb of 291’ per NM to 300.
TAKEOFF OBSTACLE NOTES:
- 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  13JAN11 (11013)  (FAA)
TAKEOFF OBSTACLE NOTES:
- 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.
- Trees beginning 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.
- 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 LAFFLEUR (WVL)**

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

**AMDT 1 08NOV18 (18312) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 32**, std. w/min. climb of 375' to 700, or 1000-2½ for VCOA.
  
  **VCOA:**
  
  - **Rwy 32**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Waterville Robert Laffleur Airport at or above 1100 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 5**, tree 615' from DER, 572' right of centerline, 66' AGL/358' MSL.
- **Rwy 14**, tree 215' from DER, 292' right of centerline, 41' AGL/333' MSL.
- **Rwy 32**, tree 634' from DER, 134' left of centerline, 73' AGL/340' MSL.

**WEST DOVER, VT**

**DEERFIELD VALLEY RGNL (4V8)**

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

**AMDT 2 30JUN11 (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.

**TAKEOFF OBSTACLE NOTES:**

- **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 02JUN11 (11153) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 25**, 300-1

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 7**, trees beginning 36' from DER 57' right of centerline, up to 70' AGL/120' MSL.
- **Rwy 14**, trees beginning 124' from DER, 31' right of centerline, up to 61' AGL/173' 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.
- Trees beginning 130' from DER, 1038' left of centerline, 126' AGL/290' 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 5 20JUN19 (19171) (FAA)**

**TAKEOFF MINIMUMS:**

- **Rwy 2**, 200-1½ or std. w/min. climb of 210' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
- **Rwy 15**, 400-1½ or std. w/min. climb of 460' per NM to 800.
- **Rwy 33**, std. w/min. climb of 340' per NM to 1800 or 1500-3 for VCOA.

**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 20° to 1400 before proceeding on course.
- **Rwy 33**, climb heading 334° to 1500 before proceeding on course.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WESTFIELD/SPRINGFIELD, MA (CONT'N)

WESTFIELD-BARNES RGNL (BAF) (CONT'N)

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Westfield-Barnes Rgnl airport at or above 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 3074' from DER, 658' left of centerline, 77' AGL/352' MSL.

Tree 3231' from DER, 747' right of centerline, 72' AGL/350' MSL.

Tree 3377' from DER, 867' left of centerline, 75' AGL/354' MSL.

Tree 4381' from DER, 144' left of centerline, 92' AGL/335' MSL.

Tree 1.2 NM from DER, 878' right of centerline, 99' AGL/465' MSL.

Rwy 15, tree 67' from DER, 449' left of centerline, 38' AGL/251' MSL.

Trees beginning 209' from DER, 74' left of centerline, up to 265' MSL.

Trees beginning 517' from DER, 40' right of centerline, up to 269' MSL.

Trees beginning 558' from DER, 532' left of centerline, up to 282' MSL.

Terrain and trees beginning 420' left of centerline, up to 66' AGL/289' MSL.

Trees beginning 791' from DER, 534' left of centerline, up to 309' MSL.

Tree 936' from DER, 612' right of centerline, 280' MSL.

Tree 1034' from DER, 646' right of centerline, 295' MSL.

Trees beginning 1036' from DER, 384' right of centerline, up to 312' MSL.

Tree 1231' from DER, 719' left of centerline, 317' MSL.

Trees beginning 1285' from DER, 404' right of centerline, up to 313' MSL.

Trees beginning 1304' from DER, 438' left of centerline, up to 330' MSL.

Trees beginning 1399' from DER, 555' right of centerline, up to 321' MSL.

Trees beginning 1414' from DER, 90' left of centerline, up to 334' MSL.

Trees beginning 1458' from DER, 51' right of centerline, up to 85' AGL/324' MSL.

Trees beginning 1496' from DER, 9' left of centerline, up to 335' MSL.

Trees beginning 1685' from DER, 9' right of centerline, up to 326' MSL.

Trees beginning 1691' from DER, 103' left of centerline, up to 345' MSL.

Trees beginning 1915' from DER, 5' left of centerline, up to 354' MSL.

Trees beginning 2541' from DER, 85' right of centerline, up to 327' MSL.

Trees beginning 3032' from DER, 697' right of centerline, up to 329' MSL.

Trees beginning 3255' from DER, 1123' left of centerline, up to 368' MSL.

Tree 3261' from DER, 1270' right of centerline, 331' MSL.

Tree 3390' from DER, 1231' left of centerline, 370' MSL.

Trees beginning 3394' from DER, 1011' left of centerline, up to 389' MSL.

Tree 3526' from DER, 1298' left of centerline, 402' MSL.

Trees beginning 3538' from DER, 987' left of centerline, up to 408' MSL.

Trees beginning 3652' from DER, 892' left of centerline, up to 410' MSL.

Trees beginning 3715' from DER, 734' left of centerline, up to 413' MSL.

Trees beginning 3787' from DER, 888' left of centerline, up to 416' MSL.

Trees beginning 3932' from DER, 642' left of centerline, up to 418' MSL.

Trees beginning 4020' from DER, 610' left of centerline, up to 424' MSL.

Trees beginning 4081' from DER, 581' left of centerline, up to 429' MSL.

Trees beginning 4332' from DER, 684' left of centerline, up to 439' MSL.

Trees beginning 4518' from DER, 647' left of centerline, up to 449' MSL.

Trees beginning 4563' from DER, 529' left of centerline, up to 451' MSL.

Tree 4784' from DER, beginning 4666' from DER, 375' left of centerline, up to 457' MSL.

Trees beginning 4784' from DER, 39' left of centerline, up to 465' MSL.

Trees beginning 5440' from DER, 39' right of centerline, up to 405' MSL.

Tree 5542' from DER, 117' right of centerline, 407' MSL.

Trees beginning 5561' from DER, 146' left of centerline, up to 466' MSL.

Trees beginning 5581' from DER, 9' right of centerline, up to 412' MSL.

Terrain and trees beginning 5700' from DER, 263' left of centerline, up to 471' MSL.

Trees beginning 5815' from DER, 151' left of centerline, up to 486' MSL.

Trees beginning 5837' from DER, 18' left of centerline, up to 513' MSL.

Trees beginning 5935' from DER, 71' left of centerline, up to 530' MSL.

Terrain and trees beginning 1 NM from DER, 74' left of centerline, up to 559' MSL.

Terrain and trees beginning 1 NM from DER, 12' left of centerline, up to 592' MSL.

Trees beginning 1.3 NM from DER, 48' right of centerline, up to 464' MSL.

Tree 1.3 NM from DER, 313' right of centerline, 476' MSL.

Trees beginning 1.3 NM from DER, 6' right of centerline, up to 484' MSL.

Trees beginning 1.3 NM from DER, 212' right of centerline, up to 490' MSL.

Trees beginning 1.4 NM from DER, 102' right of centerline, up to 493' MSL.

Trees beginning 1.4 NM from DER, 107' right of centerline, up to 500' MSL.

Trees beginning 1.4 NM from DER, 392' right of centerline, up to 511' MSL.

Trees beginning 1.4 NM from DER, 11' right of centerline, up to 512' MSL.

Trees beginning 1.4 NM from DER, 292' right of centerline, up to 521' MSL.

Trees beginning 1.4 NM from DER, 9' right of centerline, up to 524' MSL.

Trees beginning 1.5 NM from DER, 1005' right of centerline, up to 59' AGL/525' MSL.

Rwy 20, trees beginning 541' from DER, 482' right of centerline, up to 44' AGL/294' MSL.

Tree 1082' from DER, 734' left of centerline, 61' AGL/309' MSL.

Trees beginning 1157' from DER, 170' left of centerline, up to 65' AGL/314' MSL.

Trees beginning 1219' from DER, 385' right of centerline, up to 70' AGL/311' MSL.

Trees beginning 1325' from DER, 430' right of centerline, up to 73' AGL/314' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WESTFIELD/SPRINGFIELD, MA (CON’T)
WESTFIELD-BARNES RGNL (BAF) (CON’T)

Rwy 20 (CON’T), trees beginning 1489’ from DER, 106’ right of centerline, up to 72’ AGL/317’ MSL.
Tree 1594’ from DER, 256’ right of centerline, 76’ AGL/318’ MSL.
Tree 1622’ from DER, 80’ AGL/320’ MSL.
Trees beginning 1622’ from DER, 47’ left of centerline, up to 75’ AGL/321’ MSL.
Trees beginning 1676’ from DER, 38’ right of centerline, up to 87’ AGL/329’ MSL.

Rwy 33, fence 82’ from DER, 419’ right of centerline, 5’ AGL/268’ MSL.
Tree 105’ from DER, 207’ left of centerline, 267’ MSL.
Poles and buildings beginning 645’ from DER, 440’ right of centerline, up to 50’ AGL/311’ MSL.
Tree 1594’ from DER, 256’ right of centerline, 76’ AGL/318’ MSL.
Tree 1597’ from DER, 486’ right of centerline, 80’ AGL/320’ MSL.
Trees beginning 1622’ from DER, 47’ left of centerline, up to 75’ AGL/321’ MSL.
Trees beginning 1676’ from DER, 38’ right of centerline, up to 87’ AGL/329’ MSL.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 02JAN20 (20002)

TAKEOFF MINIMUMS:
Rwy 5, std. w/min climb of 247’ per NM to 1600.
Rwy 15, std. w/min climb of 264’ per NM to 1800 or 300-1/4 w/min. climb of 203’ per NM to 1800.
Rwy 33, std. w/min climb of 296’ per NM to 1800.

TAKEOFF OBSTACLE NOTES:
Rwy 15, multiple tree beginning 1374’ from DER, extending from 891’ right to 1395’ left of cntrln, up to 125’ AGL/357’ MSL.
Pylon 6019’ from DER, 2141’ left of cntrln, 127’ AGL/409’ MSL.

Rwy 23, taxiing aircraft 87’ from DER, 466’ right of centerline, 32’ AGL/267’ MSL.
Multiple trees beginning 1194’ from DER, extending from 199’ right to 729’ left of cntrln, up to 125’ AGL/371’ MSL.
Pylon 4564’ from DER, 1565’ left of cntrln, 125’ AGL/371’ MSL.
Rwy 33, multiple trees beginning 2830’ from DER, extending from 456’ right to 1230’ left of cntrln, up to 125’ AGL/330’ MSL.

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, 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 ...
... 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.

TAKEOFF OBSTACLE NOTES:
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 680’ from DER, 379’ left of centerline, 45’ AGL/1128’ MSL.

WHITEFIELD, NH
MOUNT WASHINGTON RGNL (HIE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 07APR11 (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, 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 ...
... 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.

TAKEOFF OBSTACLE NOTES:
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 680’ from DER, 379’ left of centerline, 45’ AGL/1128’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WHITEFIELD, NH (CON’T)
MOUNT WASHINGTON RGNL (HIE) (CON’T)

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.

WILLIMANTIC, CT
WINDHAM (IJD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  29MAY14  (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.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicle on road beginning 22’ from DER, 461’ right of centerline, up to 15’ AGL/292’ MSL.
Treens beginning 28’ 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 496’ from DER, 229’ right of centerline, up to 88’ AGL/349’ MSL.
Vehicle on road beginning 411’ from DER, left and right of centerline, up to 15’ AGL/299’ MSL.
Trees beginning 1144’ from DER, left and right of centerline, up to 80’ AGL/376’ MSL.
Catenary beginning 3105’ 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/688’ 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 62’ AGL/317’ MSL.
Trees beginning 2981’ from DER, 442’ right of centerline, up to 83’ AGL/539’ MSL.
Trees beginning 3005’ 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 5  12AUG21  (21224)  (FAA)
TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 340’ per NM to 1000 or 1200-3 for VCOA.

VCOA:

Rwy 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bradley Intl airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 9’ from DER, 9’ right of centerline, 2’ AGL/163’ MSL.
Trees 20’ from DER, 464’ left of centerline, 27’ AGL/184’ MSL.
Trees beginning 70’ from DER, 494’ left of centerline, up to 198’ MSL.
Trees beginning 122’ from DER, 730’ left of centerline, up to 230’ MSL.
Tree 1956’ from DER, 920’ right of centerline, 78’ AGL/231’ MSL.
Trees beginning 1969’ from DER, 30’ right of centerline, up to 245’ MSL.

Rwy 12, lighting 3’ from DER, 5’ left of centerline, 2’ AGL/170’ MSL.
Terrain 7’ from DER, 7’ right of centerline, 169’ MSL.
Building 1413’ from DER, 740’ right of centerline, 38’ AGL/204’ MSL.
Tree 1520’ from DER, 897’ right of centerline, 49’ AGL/219’ MSL.
Trees beginning 2336’ from DER, 743’ left of centerline, up to 49’ AGL/246’ MSL.
Trees beginning 2864’ from DER, 884’ left of centerline, up to 251’ MSL.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND
DIVERSE VECTOR AREA (RADAR VECTORS)

WINDSOR LOCKS, CT (CON’T)
BRADLEY INTL (BDL) (CON’T)

Rwy 24, lighting 2’ from DER, 4’ left of centerline, 2’ AGL/174’ MSL.
Fence and pole beginning 1239’ from DER, 773’ left of centerline, up to 36’ AGL/215’ MSL.
Trees beginning 2024’ from DER, 912’ right of centerline, up to 244’ MSL.
Tree 3389’ from DER, 598’ left of centerline, 70’ AGL/258’ MSL.
Tree 3456’ from DER, 1085’ left of centerline, 276’ MSL.
Trees beginning 3542’ from DER, 619’ left of centerline, up to 277’ MSL.
Tree 3705’ from DER, 490’ right of centerline, 71’ AGL/270’ MSL.
Trees beginning 3781’ from DER, 380’ right of centerline, up to 83’ AGL/285’ MSL.
Trees beginning 4014’ from DER, 441’ right of centerline, up to 286’ MSL.
Tree 4161’ from DER, 894’ right of centerline, 288’ MSL.
Tree 4223’ from DER, 335’ left of centerline, 282’ MSL.
Trees beginning 4251’ from DER, 196’ right of centerline, up to 290’ MSL.
Tree 4308’ from DER, 491’ left of centerline, 291’ MSL.
Tree 4804’ from DER, 75’ left of centerline, 295’ MSL.

Rwy 33, lighting 3’ from DER, 55’ right of centerline, 2’ AGL/170’ MSL.
Lighting 4’ from DER, 54’ left of centerline, 2’ AGL/170’ MSL.
Trees beginning 1098’ from DER, 581’ right of centerline, up to 231’ MSL.
Tree 1271’ from DER, 651’ left of centerline, 219’ MSL.
Tree 1403’ from DER, 783’ right of centerline, 235’ MSL.
Trees beginning 1404’ from DER, 546’ left of centerline, up to 229’ MSL.
Trees beginning 1583’ from DER, 34’ left of centerline, up to 240’ MSL.
Trees beginning 1624’ from DER, 457’ right of centerline, up to 55’ AGL/254’ MSL.
Trees beginning 1883’ from DER, 477’ left of centerline, up to 247’ MSL.
Trees beginning 1924’ from DER, 41’ right of centerline, up to 262’ MSL.
Tree 2159’ from DER, 852’ left of centerline, 254’ MSL.
Trees beginning 2205’ from DER, 48’ left of centerline, up to 68’ AGL/260’ MSL.
Trees beginning 2420’ from DER, 97’ left of centerline, up to 261’ MSL.
Tree 3068’ from DER, 824’ left of centerline, 262’ MSL.
Trees beginning 3129’ from DER, 218’ right of centerline, up to 93’ AGL/264’ MSL.
Trees beginning 3306’ from DER, 652’ left of centerline, up to 263’ MSL.
Trees beginning 3439’ from DER, 124’ right of centerline, up to 108’ AGL/272’ MSL.
Trees beginning 2 NM from DER, 3419’ left of centerline, up to 565’ MSL.
Trees beginning 2.1 NM from DER, 2696’ left of centerline, up to 640’ MSL.
Trees beginning 2.2 NM from DER, 2911’ left of centerline, up to 683’ MSL.
Antenna and trees beginning 2.3 NM from DER, 1806’ left of centerline, up to 94’ AGL/756’ MSL.
Antenna 2.3 NM from DER, 3521’ left of centerline, 74’ AGL/773’ MSL.
Tower and trees beginning 2.3 NM from DER, 535’ left of centerline, up to 152’ AGL/774’ MSL.

WISCASSET, ME
WISCASSET (IWI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JUN10 (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.
TAKEOFF OBSTACLE NOTES:
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 3843’ 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.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WORCESTER, MA
WORCESTER RGNL (ORH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 11MAR10 (10070) (FAA)
TAKEOFF MINIMUMS:
- Rwy 29, 300-1 or std. w/min. climb of 323’ per NM to 1300.
- Rwy 33, 700-3 or std. w/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.
TAKEOFF OBSTACLE NOTES:
- 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.
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.

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<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<td>3NA when local weather not available.</td>
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<td>1NA when tower closed.</td>
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Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.
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<td>ILS or LOC Rwy 15R&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>ILS or LOC Rwy 27&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 15R&lt;sup&gt;5&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 33L&lt;sup&gt;5&lt;/sup&gt;</td>
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<td>VOR-A&lt;sup&gt;8&lt;/sup&gt;</td>
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<td>&lt;sup&gt;1&lt;/sup&gt;LOC, Category A, 1000-2; Category B, 1100-2.</td>
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<tr>
<td>&lt;sup&gt;2&lt;/sup&gt;LOC, NA when local weather not available.</td>
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<tr>
<td>&lt;sup&gt;3&lt;/sup&gt;LOC, Category A, 1000-2; Category B, 1100-2; Categories C, D, 1100-3.</td>
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<td>&lt;sup&gt;4&lt;/sup&gt;LOC, Category A, 1001-½; Category B, 1100-½.</td>
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<td>&lt;sup&gt;5&lt;/sup&gt;Cateogry A, 1000-2; Category B, 1100-2.</td>
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<tr>
<td>&lt;sup&gt;6&lt;/sup&gt;NA when local weather not available.</td>
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<tr>
<td>&lt;sup&gt;7&lt;/sup&gt;Category A, 1000-2; Category B, 1100-2; Categories C, D, 900-2½.</td>
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<td>&lt;sup&gt;8&lt;/sup&gt;Category A, 1000-2; Categories B, C, D, 1100-2.</td>
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<tr>
<td>&lt;sup&gt;9&lt;/sup&gt;LOC, Category A, 1000-2; Categories B, C, D, 1100-2.</td>
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</tbody>
</table>

| **BRIDGEPORT, CT** | IGOR I SIKORSKY MEML (BDR) |
| | ILS or LOC Rwy 6<sup>12</sup> |
| | RNAV (GPS) Rwy 6<sup>3</sup> |
| | RNAV (GPS) Rwy 24<sup>7</sup> |
| | RNAV (GPS) Rwy 29<sup>7</sup> |
|<sup>1</sup>NA when control tower closed. |
|<sup>2</sup>ILS, Category B, 700-2; Category C, 900-2½; Category D, 900-2½. |
|<sup>3</sup>LOC, Category A, 900-2½; Category B, 1100-2; Categories C, D, 900-2½. |

| **BRUNSWICK, ME** | BRUNSWICK EXEC (BXM) |
| | RNAV (GPS) Rwy 1R |
| | NA when local weather not available. |
| | Category C, 800-2½; Category D, 800-2½. |

| **BURLINGTON, VT** | BURLINGTON INTL (BTV) |
| | ILS or LOC Rwy 15<sup>123</sup> |
| | RNAV (GPS) Rwy 33<sup>24</sup> |
| | RNAV (GPS) Rwy 15<sup>5</sup> |
| | RNAV (GPS) Y Rwy 33<sup>31</sup> |
| | RNAV (GPS) Z Rwy 33<sup>31</sup> |
| | VOR Rwy 1<sup>31</sup> |
|<sup>1</sup>LOC, Category C, 900-2½; Category D, 1100-3; Category E, 1200-3. |
|<sup>2</sup>NA when control tower closed. |
|<sup>3</sup>NA when local weather not available. |
|<sup>4</sup>LOC, Category C, 900-2½; Categories D, E, 1100-3. |
|<sup>5</sup>Category C, 900-2½; Category D, 1100-3. |
|<sup>6</sup>Category C, 900-2½; Category D, 1100-3. |
|<sup>7</sup>Category C, 900-2½; Category D, 1100-3. |
|<sup>8</sup>Category E, 1200-3. |
|<sup>9</sup>Categories A, B, 1700-2; Categories C, D, E, 1700-3. |

| **CARIBOU, ME** | CARIBOU MUNI (CAR) |
| | RNAV (GPS) Rwy 1 |
| | RNAV (GPS) Rwy 19 |
| | NA when local weather not available. |
| | Category D, 800-2½. |

| **CHATHAM, MA** | CHATHAM MUNI (CQX) |
| | RNAV (GPS)-B |
| | NA when local weather not available. |

| **CHESTER, CT** | CHESTER (SNC) |
| | RNAV (GPS) Rwy 17 |
| | RNAV (GPS) Rwy 35 |
| | NA when local weather not available. |

| **CONCORD, NH** | CONCORD MUNI (CON) |
| | ILS or LOC Rwy 35<sup>1</sup> |
| | RNAV (GPS) Rwy 12<sup>2</sup> |
| | RNAV (GPS) Rwy 17<sup>2</sup> |
| | RNAV (GPS) Rwy 35<sup>2</sup> |
| | VOR-A<sup>2</sup> |
|<sup>1</sup>LOC, Categories C, D, 1200-3. |
|<sup>2</sup>Categories C, D, 1200-3. |

| **DANBURY, CT** | DANBURY MUNI (DXR) |
| | LOC Rwy 8<sup>123</sup> |
| | RNAV (GPS) Rwy 8<sup>23</sup> |
| | RNAV (GPS)-A<sup>1</sup> |
|<sup>1</sup>NA when control tower closed. |
|<sup>2</sup>NA when local weather not available. |
|<sup>3</sup>Category B, 900-2; Category C, 900-2½; Category D, 1100-3. |
|<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1100-3. |
**NAME** | **ALTERNATE MINIMUMS**
--- | ---
**FALMOUTH, MA** | CAPE COD COAST GUARD AIR STATION (FMH) | ILS or LOC Z Rwy 23<sup>1</sup> RNAV (GPS) Rwy 5<sup>2</sup> RGNV (GPS) Rwy 14<sup>2</sup> RNAV (GPS) Rwy 23<sup>23</sup> RNAV (GPS) Rwy 32<sup>2</sup>

1LOC, Category C, 800-2½; Category D, 800-2½.
2Category C, 800-2½; Category D, 800-2½.
3NA when local weather not available.

**FITCHBURG, MA** | FITCHBURG MUNI (FIT) | RNAV (GPS) Rwy 14<sup>1</sup> RNAV (GPS) Rwy 32<sup>2</sup>

NA when local weather not available.
1Categories A, B, 1100-2; Category C, 1200-3.
2Category B, 1100-2; Category C, 1200-3.

**FRENCHVILLE, ME** | NORTHERN AROOSTOOK RGNL (FVE) | RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NA when local weather not available.
Category C, 900-2½; Category D, 900-2½.

**FRYEBURG, ME** | EASTERN SLOPES RGNL (IZG) RNAV (GPS) Rwy 32

NA when local weather not available.
Category A, 900-2; Category B, 1000-2; Category C, 1200-3.

**GREENVILLE, ME** | GREENVILLE MUNI (3B1) RNAV (GPS) RWY 14

NA when local weather not available.
Category A, B, 1100-2; Category C, 1100-3; Category D, 1200-3.

**GROTON (NEW LONDON), CT** | GROTON-NEW LONDON (GON) ILS or LOC Rwy 5<sup>12</sup> RNAV (GPS) Rwy 5<sup>24</sup> RNAV (GPS) Rwy 23<sup>24</sup> VOR Rwy 5<sup>24</sup> VOR Rwy 23<sup>24</sup>

1NA when control tower closed.
2LOC, Category D, 900-2½.
3NA when local weather not available.
4Category D, 900-2½.

**HARTFORD, CT** | HARTFORD-BRAINARD (HFD) LDA Rwy 2<sup>13</sup> RNAV (GPS) Rwy 2<sup>1</sup> VOR A<sup>2</sup>

1Category B, 900-2; Category C, 1000-2½;
Category D, 1000-3.
2Categories A, B, 1200-2; Categories C, D, 1200-3.
3NA when control tower closed.

**HIGHGATE, VT** | FRANKLIN COUNTY STATE (FSO) RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 19

NA when local weather not available.

**HOULTON, ME** | HOULTON INTL (HUL) RNAV (GPS)-A RNAV (GPS) Rwy 5

NA when local weather not available.

**HYANNIS, MA** | CAPE COD GATEWAY (HYA) ILS or LOC Rwy 15<sup>12</sup> RNAV (GPS) Rwy 24<sup>12</sup> RNAV (GPS) Rwy 15<sup>3</sup> RNAV (GPS) Rwy 24<sup>3</sup> RNAV (GPS) Rwy 33<sup>3</sup> VOR Rwy 6<sup>3</sup>

1NA when local weather not available.
2SLOC, LOC, Category C, 900-2½; Category D, 900-2½.
3Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.
4Categories A, B, 900-2; Category C, 900-2½;
Category D, 900-2½.

**JACKMAN, ME** | NEWTON FLD (59B) RNAV (GPS) Rwy 13<sup>12</sup> RNAV (GPS) Y Rwy 31<sup>3</sup>

1NA when local weather not available.
2Category A, 1100-2; Category B, 1200-2; Category C, 1400-3.
3Category A, 1000-2; Category B, 1200-2; Category C, 1400-3.

**JAFFREY, NH** | JAFFREY/SILVER RANCH (AFN) RNAV (GPS)-B RNAV (GPS)-C VOR-A<sup>1</sup>

NA when local weather not available.
1Categories A, B, 900-2.

**KEENE, NH** | DILLANT-HOPKINS (EEN) RNAV (GPS) Rwy 2

NA when local weather not available.
Category A, 900-2; Category B, 1000-2; Category C, 1300-3; Category D, 1500-3.

**LACONIA, NH** | LACONIA MUNI (LCI) ILS or LOC Rwy 8<sup>1</sup> RNAV (GPS) Rwy 8<sup>2</sup> RNAV (GPS) Rwy 26<sup>5</sup>

NA when local weather not available.
1LOC, Categories A, B, 1500-2;
Categories C, D, 1500-3.
2Category C, 1700-3; Category D, 2400-3.
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<th>ALTERNATE MINIMUMS</th>
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<tr>
<td>LEBANON, NH</td>
<td>ILS or LOC Rwy 18&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 7&lt;sup&gt;4&lt;/sup&gt; RNAV (GPS) Rwy 18&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Rwy 25&lt;sup&gt;4&lt;/sup&gt; RNAV (GPS) Rwy 36&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td>LEBANON, VT</td>
<td>RNAV (GPS) Y Rwy 19&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Z Rwy 19&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td>LYNDONVILLE, VT</td>
<td>RNAV (GPS) Rwy 2 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 17&lt;sup&gt;1&lt;/sup&gt; RNAV (GPS) Y Rwy 17&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Y Rwy 35&lt;sup&gt;3&lt;/sup&gt;</td>
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<tr>
<td>MANCHESTER, NH</td>
<td>ILS or LOC Rwy 6&lt;sup&gt;1&lt;/sup&gt; ILS or LOC Rwy 17&lt;sup&gt;1&lt;/sup&gt; ILS or LOC Rwy 35&lt;sup&gt;4&lt;/sup&gt; RNAV (GPS) Rwy 6&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Y Rwy 17&lt;sup&gt;2&lt;/sup&gt; RNAV (GPS) Y Rwy 35&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>MARSHFIELD, MA</td>
<td>RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24</td>
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<td>MERIDEN, CT</td>
<td>RNAV (GPS) Rwy 36&lt;sup&gt;1&lt;/sup&gt; VOR Rwy 36&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>ILS or LOC Rwy 6&lt;sup&gt;12&lt;/sup&gt; RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 5&lt;sup&gt;3&lt;/sup&gt; RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 14</td>
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<td>NEW BEDFORD, MA</td>
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<sup>1</sup>NA when control tower closed.  
<sup>2</sup>LOC, Category D, 1100-3.  
<sup>3</sup>Category D, 1100-3.
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<td>RNAV (GPS) Rwy 20</td>
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<td>2LOC, Category C, 800-2¼; Category D, 900-2¾.</td>
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<td>NEWPORT STATE (UUU)</td>
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<td>Category D, 900-2¾.</td>
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<td>WATERBURY-oxFORD (OXC)</td>
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<td>VOR-A</td>
</tr>
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<td>VOR-B</td>
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<td>PLYMOUTH, MA</td>
<td>PLYMOUTH MUNI (PYM)</td>
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<td>PORTLAND INTL JETPORT (PWM)</td>
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<td>2NA when PSM RAPCON closed.</td>
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<tr>
<td></td>
<td>3Category E, 800-2¾.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
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<tr>
<td><strong>PRESCUE ISLE, ME</strong></td>
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</tr>
<tr>
<td>INTL (PQI)</td>
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</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 1</td>
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<td>PROVIDENCE, RI</td>
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<tr>
<td>RHODE ISLAND TF GREEN INTL (PVD)</td>
<td>RNAV (GPS) Rwy 7</td>
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<td>RNAV (GPS) Y Rwy 23</td>
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<td></td>
<td>VOR/DME Rwy 16</td>
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<td>VOR Z Rwy 34</td>
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<tr>
<td>PROVINCETOWN, MA</td>
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<tr>
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<tr>
<td>RANGELEY, ME</td>
<td>RNAV (GPS)-D</td>
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<tr>
<td>STEPHEN A BEAN MUNI (8B0)</td>
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<tr>
<td>ROCHESTER, NH</td>
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<tr>
<td>SKYHAVEN (DAW)</td>
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</tr>
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<td>RNAV (GPS) Rwy 10</td>
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<td>RNAV (GPS) Rwy 6</td>
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<td>RNAV (GPS) Rwy 15</td>
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<td>WATERSVILLE, ME</td>
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<td>WATERVILLE ROBERT LAFLEUR (VVW)</td>
<td>RNAV (GPS) Rwy 5</td>
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1NA when local weather not available.  
2LOC, Category C, 800-2¾; Category D, 900-2¾.  
3Category C, 800-2¾; Category D, 900-2¾.

**ALTERNATE MINS**
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<tbody>
<tr>
<td>WESTFIELD/SPRINGFIELD, MA</td>
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<tr>
<td>WESTFIELD-</td>
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<tr>
<td>BARNES RGNL (BAF)</td>
<td>ILS or LOC Rwy 20(^1)</td>
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<tr>
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<td>RNAV (GPS) Rwy 2(^2)</td>
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<td>RNAV (GPS) Rwy 20(^4)</td>
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<td>VOR or TACAN Rwy 2(^4)</td>
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<td></td>
<td>VOR Rwy 20(^4)</td>
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<td>1NA when tower closed.</td>
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<td>Category C, 1000-3; Categories D, E,</td>
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<tr>
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<td>1400-3.</td>
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<td>3Categories A, B, 1100-2; Category</td>
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<td>C, 1100-3; Categories D, E, 1400-3.</td>
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<td>4Categories A, B, 900-2; Category</td>
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<tr>
<td>WHITEFIELD, NH</td>
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<tr>
<td>MOUNT WASHINGTON</td>
<td>RNAV (GPS) Y Rwy 10(^1)</td>
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<tr>
<td>RGNL (HIE)</td>
<td>RNAV (GPS) Z Rwy 10</td>
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<td></td>
<td>1Categories A, B, 900-2; Category</td>
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<tr>
<td></td>
<td>C, 900-2½.</td>
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<tr>
<td>WILLIMANTIC, CT</td>
<td></td>
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<tr>
<td>WINDHAM (IJD)</td>
<td>RNAV (GPS) Rwy 9(^1)</td>
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<tr>
<td></td>
<td>RNAV (GPS) Rwy 27(^1)</td>
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<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Category C, 900-2½.</td>
</tr>
<tr>
<td></td>
<td>1NA when local weather not available.</td>
</tr>
<tr>
<td>WINDSOR LOCKS, CT</td>
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<tr>
<td>BRADLEY</td>
<td>ILS or LOC Rwy 6(^1)</td>
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<tr>
<td>INTL (BDL)</td>
<td>ILS or LOC Rwy 24(^2)</td>
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<td>ILS or LOC Rwy 33(^2)</td>
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<td>RNAV (GPS) Rwy 15(^3)</td>
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<td>RNAV (GPS) Rwy 33(^4)</td>
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<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 6(^1)</td>
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<td>RNAV (GPS) Y Rwy 24(^4)</td>
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<tr>
<td></td>
<td>1ILS, LOC, Categories A, B, 1000-2;</td>
</tr>
<tr>
<td></td>
<td>Category C, 1000-3; Category D,</td>
</tr>
<tr>
<td></td>
<td>1100-3.</td>
</tr>
<tr>
<td></td>
<td>2LOC, Category C, 1000-2½; Category</td>
</tr>
<tr>
<td></td>
<td>D, 1100-3.</td>
</tr>
<tr>
<td></td>
<td>3Categories A, B, 900-2½; Category</td>
</tr>
<tr>
<td></td>
<td>C, 1000-2½.</td>
</tr>
<tr>
<td></td>
<td>4Category C, 1000-2½; Category D,</td>
</tr>
<tr>
<td></td>
<td>1100-3.</td>
</tr>
<tr>
<td>WISCASSET, ME</td>
<td></td>
</tr>
<tr>
<td>WISCASSET (IWI)</td>
<td>RNAV (GPS) Rwy 7(^1)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
</tbody>
</table>

\(^1\)ILS, LOC, Categories A, B, 1000-2; Category C, 1000-3; Category D, 1100-3.
\(^2\)LOC, Category C, 1000-2½; Category D, 1100-3.
\(^3\)Categories A, B, 900-2½; Category C, 1000-2½.
\(^4\)Category C, 1000-2½; Category D, 1100-3.
BANGOR, ME  
BANGOR INTL (BGR)  
RADAR-1  118.925  239.3  

RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>ASR</td>
<td>33</td>
<td>AB</td>
<td>600/24</td>
<td>437</td>
<td>500-½</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>600/40</td>
<td>437</td>
<td>500-¾</td>
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<tr>
<td></td>
<td>15</td>
<td>AB</td>
<td>700/24</td>
<td>508</td>
<td>600-½</td>
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<td></td>
<td></td>
<td>700/55</td>
<td>508</td>
<td>600-1¼</td>
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<tr>
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<td>CIRCLING</td>
<td>ALL RWY</td>
<td>700-1</td>
<td>508</td>
<td>600-1</td>
</tr>
<tr>
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<td></td>
<td></td>
<td>720-1</td>
<td>528</td>
<td>600-1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>740-1½</td>
<td>548</td>
<td>600-1½</td>
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<td></td>
<td></td>
<td>820-2</td>
<td>628</td>
<td>700-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>880-2½</td>
<td>688</td>
<td>700-2½</td>
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</tbody>
</table>

Circling not authorized Northeast of Rwy 15-33.
For inoperative ALS, increase S-15 CAT C/D/E visibility to 1¾ SM, and S-33 CAT E visibility to 1¼ SM.

PORTSMOUTH, NH  
PORTSMOUTH INTL AT PEASE (PSM)  
RADAR-1  125.05  269.4  

RADAR INSTRUMENT APPROACH MINIMUMS

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
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<tbody>
<tr>
<td>PAR</td>
<td>34</td>
<td>ABCD</td>
<td>284/24</td>
<td>200</td>
<td>200-½</td>
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<tr>
<td>ASR</td>
<td>16</td>
<td>ABC</td>
<td>520/40</td>
<td>420</td>
<td>500-¾</td>
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<td></td>
<td></td>
<td>DE</td>
<td>520/50</td>
<td>420</td>
<td>500-1</td>
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<td></td>
<td>34</td>
<td>ABC</td>
<td>560/40</td>
<td>476</td>
<td>500-¾</td>
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<td></td>
<td>D</td>
<td>560/50</td>
<td>476</td>
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<td>E</td>
<td>560/60</td>
<td>476</td>
<td>500-1½</td>
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<td>560-1½</td>
<td>460</td>
<td>500-1½</td>
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<tr>
<td></td>
<td></td>
<td>C</td>
<td>560-1½</td>
<td>460</td>
<td>500-1½</td>
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<td></td>
<td>E</td>
<td>720-2½</td>
<td>620</td>
<td>700-2½</td>
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</tbody>
</table>

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 1¾.
For inoperative MALSR increase ASR S-16 CAT D visibility to RVR 5000 and CAT E to 1½.
**LAND AND HOLD-SHORT OPERATIONS (LAHSAO)**

LAHSAO 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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<tr>
<td>BEDFORD, MA</td>
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<tr>
<td>LAURENCE G HANSCOM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLD (BED)</td>
<td>05</td>
<td>11-29</td>
<td>3,000 feet</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>05-23</td>
<td>2,650 feet</td>
</tr>
<tr>
<td></td>
<td>29</td>
<td>05-23</td>
<td>3,662 feet</td>
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<tr>
<td>BEVERLY, MA</td>
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<td></td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>09</td>
<td>16-34</td>
<td>3,450 feet</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>09-27</td>
<td>4,000 feet</td>
</tr>
<tr>
<td>BOSTON, MA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>04L</td>
<td></td>
<td>15L-33R</td>
<td>5,250 feet</td>
</tr>
<tr>
<td>15R</td>
<td></td>
<td>09-27</td>
<td>6,800 feet</td>
</tr>
<tr>
<td>22L</td>
<td></td>
<td>09-27</td>
<td>6,400 feet</td>
</tr>
<tr>
<td></td>
<td>27</td>
<td>04R-22L</td>
<td>5,650 feet</td>
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<tr>
<td>BRIDGEPORT, CT</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>IGOR I SIKORSKY</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>MEML (BDR)</td>
<td>06</td>
<td>11-29</td>
<td>3,700 feet</td>
</tr>
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<td>11</td>
<td>06-24</td>
<td>3,350 feet</td>
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<tr>
<td>BURLINGTON, VT</td>
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<tr>
<td>BURLINGTON INTL (BTV)</td>
<td>01</td>
<td>15-33</td>
<td>2,600 feet</td>
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<td></td>
<td>15</td>
<td>Twy A</td>
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<td>33</td>
<td>01-19</td>
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<td>24</td>
<td>15-33</td>
<td>4,650 feet</td>
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<td>33</td>
<td>06-24</td>
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<td>NORWOOD MEML (OWD)</td>
<td>35</td>
<td>10-28</td>
<td>3,320 feet</td>
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<td>PORTLAND, ME</td>
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<td>PORTLAND INTL</td>
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<tr>
<td>JETPORT (PWM)</td>
<td>11</td>
<td>18-36</td>
<td>5,800 feet</td>
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<td>18</td>
<td>11-29</td>
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<td>WINDSOR LOCKS, CT</td>
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<tr>
<td>BRADLEY INTL (BDL)</td>
<td>24</td>
<td>15-33</td>
<td>5,850 feet</td>
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<tr>
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<td>33</td>
<td>06-24</td>
<td>4,550 feet</td>
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</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BEDFORD, MA</strong></td>
<td>HS 1</td>
<td>Confusing twy int.</td>
</tr>
<tr>
<td>LAURENCE G HANSCOM FLD (BED)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BEVERLY, MA</strong></td>
<td>HS 1</td>
<td>Rwy hold line at East Ramp exit.</td>
</tr>
<tr>
<td>BEVERLY RGNL (BVY)</td>
<td>HS 2</td>
<td>Int of Twy E and Twy H.</td>
</tr>
<tr>
<td><strong>BOSTON, MA</strong></td>
<td>HS 1</td>
<td>Maintain vigilance when taxiing on Rwy 15L-33R apch Rwy 04L-22R.</td>
</tr>
<tr>
<td>GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)</td>
<td>HS 2</td>
<td>Twy N and Rwy 15R-33L.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maintain vigilance on Twy E and Twy K when apch Rwy 04L-22R.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maintain vigilance on Twy C when apch Rwy 09-27.</td>
</tr>
<tr>
<td></td>
<td>Maintain vigilance on Twy D when apch Rwy 15R-33L.</td>
<td></td>
</tr>
<tr>
<td><strong>BURLINGTON, VT</strong></td>
<td>HS 1</td>
<td>Wrong rwy departure risk.</td>
</tr>
<tr>
<td>BURLINGTON INTL (BTV)</td>
<td>HS 2</td>
<td>Rwy 01-19 and Twy C.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy B and Rwy 01-19.</td>
</tr>
<tr>
<td><strong>DANBURY, CT</strong></td>
<td>HS 1</td>
<td>Maintain vigilance confusing twy configuration. Pilots unfamiliar should ask for progressives.</td>
</tr>
<tr>
<td>DANBURY MUNI (DXR)</td>
<td>HS 2</td>
<td>Area not visible from the twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Active ramp adjacent to twy.</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Hold position on Twy C for Rwy 26.</td>
</tr>
<tr>
<td><strong>GROTON (NEW LONDON), CT</strong></td>
<td>HS 1</td>
<td>Rwy 15-33 at Twy C and Twy B.</td>
</tr>
<tr>
<td>GROTON-NEW LONDON (GON)</td>
<td>HS 2</td>
<td>Rwy 15-33 at Twy J and Twy B.</td>
</tr>
<tr>
<td><strong>HARTFORD, CT</strong></td>
<td>HS 1</td>
<td>Twy A and Twy H near the helipad.</td>
</tr>
<tr>
<td>HARTFORD-BRAINARD (HFD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LAWRENCE, MA</strong></td>
<td>HS 1</td>
<td>Rwy 05-23 and Twy E.</td>
</tr>
<tr>
<td>LAWRENCE MUNI (LWM)</td>
<td>HS 2</td>
<td>Rwy 14-32 and Twy A.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 05-23 and Twy D.</td>
</tr>
<tr>
<td><strong>LEBANON, NH</strong></td>
<td>HS 1</td>
<td>Unusual location for rwy hold position marking on Twy B for Rwy 25.</td>
</tr>
<tr>
<td>LEBANON MUNI (LEB)</td>
<td>HS 2</td>
<td>A portion of Twy B and North Ramp not visible from the control twr.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Acft routinely back taxi on Rwy 18-36.</td>
</tr>
<tr>
<td><strong>MANCHESTER, NH</strong></td>
<td>HS 1</td>
<td>Confusing rwy hold marking location.</td>
</tr>
<tr>
<td>MANCHESTER BOSTON RGNL (MHT)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

(SEE CONTINUATION PAGE FOR MORE LISTINGS)
### HOT SPOTS

(Continued)

| CITY/AIRPORT                      | HOT SPOT | DESCRIPTION*
|-----------------------------------|----------|--------------------------------------------------------
| **NANTUCKET, MA**                 |          |                                                        |
| NANTUCKET MEML (ACK)              | HS 1     | High traffic area.                                      |
|                                   | HS 2     | High traffic area.                                      |
|                                   | HS 3     | High traffic area.                                      |
|                                   | HS 4     | Twy H and Twy E.                                       |
| **PORTLAND, ME**                  |          |                                                        |
| PORTLAND INTL JETPORT (PWM)       | HS 1     | Twy C and Twy A in close proximity of Rwy 11-29.       |
|                                   | HS 2     | Acft taxiing northbound on Twy C must maintain vigilance apch the Rwy 18 hold short marking which is located further south on Twy C than most pilots would anticipate. |
| ** PROVIDENCE, RI**               |          |                                                        |
| RHODE ISLAND TF GREEN INTL (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. |
|                                   | HS 5     | Hold short line Rwy 34 and Twy C.                      |
| **WESTFIELD/SPRINGFIELD, MA**     |          |                                                        |
| WESTFIELD-BARNES RGNL (BAF)       | HS 1     | Maintain vigilance departing ramp. Twy A and Twy B complex int in close proximity to Rwys. |
|                                   | HS 2     | Unusual location for Rwy hold position marking on Twy A for Rwy 15. |
| **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.      |

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

DE LANCEY 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.
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.CDOGG4)

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 or 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 or above 3000. Expect ILS or LOC RWY 29.

NOTE: Chart not to scale.
From DEEPO, via 118° track to CONDN; thence via 060° track to SALDY. Depart SALDY heading 060°, expect radar vectors to final approach course.

NOTE: RADAR required.
NOTE: GPS required.
NOTE: RNAV 1.
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
(MAD.DPK3) 25OCT07
DENNA TWO ARRIVAL

NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

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.

DENNA TWO ARRIVAL

Z5

NEW YORK APP CON
124.075 343.65
BDR ATIS
119.15
HVN ATIS
133.65
NOTE: Radar Required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: WIPOR transition ATC assigned.

NOTE: Chart not to scale.

HARTFORD TRANSITION (HFD.DREEM2):
NORWICH TRANSITION (ORW.DREEM2):
WIPOR TRANSITION (WIPOR.DREEM2):

LANDING BVY ALL RWYS, BED RWY 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, 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.
**ARRIVAL ROUTE DESCRIPTION**

**ALBANY TRANSITION (ALB.GDM4):** From over ALB VORTAC on ALB R-111 to WIKID INT, then on GDM R-294 to GDM VOR/DME Thence. . . .

. . . From over GDM VOR/DME on GDM R-111 to BRONC INT, then to LOBBY INT, then to REVER INT, then on BOS R-030 to BOS VOR/DME. Expect radar vectors to final approach course prior to BOS VOR/DME.

**NOTE:** RADAR required.

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS):**

BOSTON APP CON 118.25 263.1

D-ATIS 135.0

**NOTE:** Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

HARTFORD TRANSITION (HFD.GRAYM6): From over HFD VOR/DME on HFD R-053 to GRAYM. Thence, . . .

NORWICH TRANSITION (ORW.GRAYM6): From over ORW VOR/DME on ORW R-011 to GRAYM. Thence, . . .

. . . . From over GRAYM on HFD R-053 to GASSE, then to DREEM, at DREEM:

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

NON-RNAV EQUIPPED AIRCRAFT: Expect radar vectors to approach course.
JFUND TWO ARRIVAL (RNAV) Transition Routes

BOSTON, MASSACHUSETTS

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

PONCT 17000 5300 105° (31)

NOTE: RW15R NA from PONCT transition. Expect the ONDEC 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.JFUND2):

PONCT TRANSITION (PONCT.JFUND2)

WHATE TRANSITION (WHATE.JFUND2):

See following page for Arrival Routes

Z9

NOTE: Not to scale.
(continued on following page)

NE-1, 07 OCT 2021 to 02 DEC 2021
ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAY 4R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 170° to GRIFI, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 15R: From JFUND on track 090° to cross BADCA at or above 9000 and at 250K, then on track 090° to cross WACHU at 7000 and at 210K, then on track 121° to SSAAM, then on track 148° to AADMS, then on track 148°. Expect RADAR vectors to final approach course.

LANDING RWY 22R/L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 079° to cross ISLAY at 6000 and at 220K, then on track 035° to cross LWLND at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 27: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 115° to REVER, then on track 093° to cross SEHAG at 6000 and at 210K, then on track 093°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 32, 33L: From JFUND on track 117° to cross AUTUM between 11000 and 12000 and at 270K, then on track 121° to cross WINTA between 8000 and 10000 and at 250K, then on track 120° to HRRIS, then on track 112° to cross SPYSD at 7000 and at 220K, then on track 144° to cross BRODI at or below 6000, then on track 144° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

HAMPTON TRANSITION (HTO, JORDN2):

. . . . From JORDN, via 065° track to MINNK. Depart MINNK heading 015°, expect RADAR vectors to final approach course.
NEWBE THREE ARRIVAL

NEWBE (NEWBE) 21112
AL-559 (FAA)

GROTON
110.85 GON [45(Y)]
N41°19.82' W72°03.12'
Chan 45(Y)
L-33-34, H-10-12

NORWICH
110.0 ORW [37]
N41°14.14' W72°06.68'
Chan 37

PROVIDENCE
115.6 PVD [103]
N41°43.47' W71°25.78'
L-33-34, H-10-11-12

Z13

MMA 10000
3000
*2000
280°
MAA 10000
3000
*2000
280°
R-224
R-130
R-310

TRAIT
N41°17.08' W71°55.06'

NANTUCKET MEML
NANTUCKET, MASSACHUSETTS

JORDN
N41°03.28' W71°54.88'
(17)

SANDY POINT
117.8 SEY [125]
N41°10.05' W71°34.57'
L-33, H-10-12

NEWBE THREE ARRIVAL

NEWBE (NEWBE) 12OCT17

HAMPTON
113.6 HTO [83]
N40°55.14' W72°19.00'
L-33-34, H-10-12

NOTE: RADAR Required.
NOTE: After CLAMY, expect RADAR vectors to final approach course.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

BOSTON APP CON
133.75 318.1
D-ATIS
127.5
ARRIVAL DESCRIPTION

GROTON TRANSITION (GON.NEWBE3): From over GON VOR/DME on GON R-128 to TRAIT INT, then on SEY R-310 to SEY VOR/DME, then on SEY R-099 to NEWBE. Thence . . . .

HAMPTON TRANSITION (HTO.NEWBE3): From over HTO VORTAC on HTO R-079 to JORDN INT, then on SEY R-261 to SEY VOR/DME, then on SEY R-099 to NEWBE. Thence . . . .

PROVIDENCE TRANSITION (PVD.NEWBE3): From over PVD VOR/DME on PVD R-167 to NEWBE. Thence . . . .

. . . . From over NEWBE on ORW R-130 to DEEPO, then on ACK R-270 to cross CLAMY at or above 3000. After CLAMY, expect vectors to the final approach course.
NOTE: This procedure is applicable to prop and turboprop aircraft operating at 250 KIAS or less.

NOTE: Chart not to scale.
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.
NOTE: For Turbojet aircraft only.
NOTE: DME and RADAR required.
NOTE: Landing Rwy 4L/R - Expect to cross PVD VOR/DME at 11000 and 250K.
All other Rwy's: Expect to cross KRANN at 11000 and 270K.

**ARRIVAL ROUTE DESCRIPTION**

**CALVERTON TRANSITION (CCC.ORW7):** From over CCC VOR/DME on CCC R-057 and ORW R-238 to ORW VOR/DME, then on ORW R-082 to OUTTT/ORW 7.4 DME, then on PVD R-263 to PVD VOR/DME. Thence....

**HAMPTON TRANSITION (HTO.ORW7):** From over HTO VORTAC on HTO R-052 and PVD R-234 to PVD VOR/DME. Thence....

**KENNEDY TRANSITION (JFK.ORW7):** From over JFK VOR/DME on JFK R-060 to RAALF INT/JFK 60 DME, then on ORW R-261 to ORW VOR/DME, then on ORW R-082 to OUTTT/ORW 7.4 DME, then on PVD R-263 to PVD VOR/DME. Thence....

....From over PVD VOR/DME on PVD VOR/DME R-074/16 NM to KRANN/PVD 15.8 DME, expect radar vectors to final approach course.
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.OOSHN5)
FERNZ TRANSITION (FERNZ.OOSHN5)
FEXXX TRANSITION (FEXXX.OOSHN5)
KENNEBUNK TRANSITION (ENE.OOSHN5)
MERIT TRANSITION (MERIT.OOSHN5)
PROVI TRANSITION (PROVI.OOSHN5)
RIFLE TRANSITION (RIFLE.OOSHN5)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

From EURRO on track 260° to cross OOSHN between 9000 and 14000 and at 250K.

Landing Rwys 4L/R: From OOSHN on track 266° to cross TTERI at or above 9000 and at 250K, then on track 268° to WAATR, then on track 240° to cross FLUTI at or above 9000, then on track 215° to GRIFI, then on track 213° to cross GGABE at 6000 and at 220K, then on track 213° to cross JOBEE at 6000 and at 210K, then on track 213°. Expect RADAR vectors to final approach course.

Landing Rwy 15R: From OOSHN on track 282° cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 273° to cross HNOVR at 5000 and at 220K, then on track 271° to cross RDHOK at 5000 and at 210K, then on track 329° to cross TKMAN at 5000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

Landing Rwys 22L/R: From OOSHN on track 282° to cross GRGIO at or below 9000, then on track 269° to cross BRGIT at 7000, then on track 323° to cross ADDDA at 6000 and at 220K, then on track 035° to cross LEEZI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

Landing Rwy 27: From OOSHN on track 217° to PUDJJ, then on track 272° to cross AYBEE at 6000 and at 210K, then on track 272°. Expect RADAR vectors to final approach course.

Landing Rwys 32, 33L: From OOSHN on track 266° to cross TTERI at or above 9000 at 250K, then on track 268° to WAATR, then on track 213° to PLGRM, then on track 181° to cross BECHH at 5000 and at 220K, then on track 150° to cross SCITU at 5000 and at 210K, then on track 150°. Expect RADAR vectors to final approach course.
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.
ROBUC THREE ARRIVAL (RNAV) Transition Routes

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

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

KENNEDY TRANSITION (JFK.ROBUC3)
MERIT TRANSITION (MERIT.ROBUC3)
RUIZE TRANSITION (RUIZE.ROBUC3)

See following page for Arrival Routes.

NE-1, 07 OCT 2021 to 02 DEC 2021
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: RUIZE transition assigned by ATC only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

From ROBUC on track 084° to cross PROVI at or above 11000, then on track 075° to JOODY. Then on assigned runway transition.

LANDING Rwy 4L: From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 017° to cross NUNZ0 at 6000 and at 210K, then on track 017°. Expect RADAR vectors to final approach course.

LANDING Rwy 4R: From JOODY on track 035° to cross SOFEE between 9000 and 10000 and at 220K, then on track 035° to cross ERNEI between 7000 and 8000, then on track 035° to cross GOSHI at 6000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING Rwy 15R: From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 034° to cross BOXRS at 8000 and at 250K, then on track 034° to cross CHERS at 6000 and at 220K, then on track 328° to cross RDHOK at 6000 and at 210K, then on track 329° to cross TKMAN at 6000 and at 210K, then on track 329°. Expect RADAR vectors to final approach course.

LANDING Rwy 22L/R: From JOODY on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 027° to cross ETHYN at 5000 and at 250K, then on track 331° to cross PTRIK at 5000 and at 220K, then on track 035° to cross TAAL3 at 5000 and at 210K, then on track 035°. Expect RADAR vectors to final approach course.

LANDING Rwy 27: From JOODY on track 075° to cross KRANN between 11000 and 12000 and at 250K, then on track 075° to cross CRADL between 8000 and 10000, then on track 063° to cross KLEBB at 8000 and at 250K, then on track 024° to cross HOKDU at 5000 and at 210K, then on track 024°. Expect RADAR vectors to final approach course.

LANDING Rwy 32, 33L: From JOODY on track 075° to cross JAYNA at 11000 and at 250K, then on track 074° to cross ANSLY at 8000 and at 240K, then on track 071° to cross BEREI between 6000 and 7000 and at 220K, then on track 060° to cross BBOGG at 6000 and at 210K, then on track 060°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: MUCOW and CRIBB transitions are ATC assigned.
ARRIVAL ROUTE DESCRIPTION

CRIBB TRANSITION (CRIBB.ROZZE2)
MUCOW TRANSITION (MUCOW.ROZZE2)
PONCT TRANSITION (PONCT.ROZZE2)
QUINZ TRANSITION (QUINZ.ROZZE2)
SMYTH TRANSITION (SMYTH.ROZZE2)

Landing Rwy 6: From ROZZE on track 102° to cross PNARD between 7000 and 9000 and at 230K, then on track 111° 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 102° to cross NUUKM between 7000 and 9000, then on track 070° to cross PURBL at 5000 and at 210K. Expect RNP approach or ILS or LOC/DME Rwy 17 or radar vectors to final approach course.

Landing Rwy 24: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 075° to cross JSTNN at 5000 and at 210K, then on heading 057°. Expect radar vectors to final approach course.

Landing Rwy 35: From ROZZE on track 102° to cross NUUKM between 7000 and 9000, then on track 111° to cross SHOWZ at 5000 and at 210K. Expect RNP approach or ILS or LOC Rwy 35 or radar vectors to final approach course.
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 333° 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 MESHL, then on track 045° to YAAKK, 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.
(NARRATIVE ON FOLLOWING PAGE)
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.
ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.VALRE5): From over ALB VORTAC on ALB R-194 to WIGAN INT, then on IGN R-013 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence . . .

DELANCEY TRANSITION (DNY.VALRE5): From over DNY VOR/DME on DNY R-130 to WEEETS INT, then on IGN R-316 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence . . .

VEERS TRANSITION (VEERS.VALRE5): From over VEERS INT on PWL R-071 to PWL VOR/DME, then on PWL R-250 to IGN VOR/DME, then on IGN R-203 to VALRE INT. Thence . . . from over VALRE INT on DPK R-338 to BASYE INT, then to HAARP INT. Expect RADAR vectors to final approach course prior to HAARP INT.
ALBANY TRANSITION (ALB.WIPOR3):
HANCOCK TRANSITION (HNK.WIPOR3):
HINGZ TRANSITION (HINGZ.WIPOR3):

From WIPO3 on track 142° to ORW VOR/DME, then on track 129° to SAUGY.
Landing KPVD Rwys 16, 23: From SAUGY on track 129° to LAFAY, then on track 129°.
Expect radar vectors to final approach course.
Landing KPVD Rwys 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 final approach course.
Landing KOQU, KUUU, KEWB, all rwys: From WIPO3 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 WIPO3 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.

NOTE: DME/DME/IRU or GPS required.
NOTE: Chart not to scale.
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.
EUGUL TRANSITION (EUGUL ZELKA2):

From ZELKA on track 076° to cross RIKAH at 6000 and 210K, then on track 097° to cross EXXRO at 6000 and at 210K, then on track 097°. Expect radar vectors to destination airport and final approach course.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turboprop aircraft only.
Circling to Rwy 17, 22, 35 NA at night. Rwy 4 helicopter visibility reduction below ¾ SM NA. ADF required. For inop ALS, increase S-LOC 4 Cat A visibility to 1 SM, Cat C/D to 2½ SM.

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

FOR INOP ALS, INCREASE S-LOC 4 CAT A VISIBILITY TO 1 SM, CAT C/D TO 2½ SM.

Rwy 4 helicopter visibility reduction below ¾ SM NA. ADF required.

ADAMS 

AWOS-3PT 118.025 PORTLAND APP CON* 125.5 353.9 PORTLAND CLNC DEL 124.05 UNICOM 122.8 (CTAF)

ALTERNATE MISSED APCH FIX

LOCALIZER 108.9  I-LEW

LOM/IAF

LEWIE 240  LE

2300

GS 3.00°

TCH 50

SIDEWAND

LOCALIZER 108.9

LEWIE

LE LOM

2022

900  2300  LE

*LOC only

5.3 NM

TCH 50

AWOS-3PT 118.025 PORTLAND APP CON* 125.5 353.9 PORTLAND CLNC DEL 124.05 UNICOM 122.8 (CTAF)

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LOM/IAF

LEWIE 240  LE

2300

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TCH 50

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LEWIE

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TCH 50

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LEWIE

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2022

900  2300  LE

*LOC only

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TCH 50

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ALTERNATE MISSED APCH FIX

LOCALIZER 108.9  I-LEW

LOM/IAF

LEWIE 240  LE

2300

GS 3.00°

TCH 50

SIDEWAND

LOCALIZER 108.9

LEWIE

LE LOM

2022

900  2300  LE

*LOC only

5.3 NM

TCH 50
Circling to Rwy 17, 22, 35 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. For inop ALS, increase visibility LNAV/VNAV all Cats to 1½ SM, LNAV Cat A/B to 1 SM and Cat C/D to ¾ SM. Rwy 04 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3100 direct WUDDE and hold.

**Holding Pattern**

- 4 NM
- 221°
- 041°
- 3100 to CHWDA
- 041° to RW04

**LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase visibility LNAV/VNAV all Cats to 1½ SM, LNAV Cat A/B to 1 SM and Cat C/D to ¾ SM. Rwy 04 helicopter visibility reduction below ¾ SM NA.**

**Category**

<table>
<thead>
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<tr>
<td>LPV DA</td>
<td>470-1/2</td>
<td>200 (200-1/2)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>780-1</td>
<td>510 (500-1)</td>
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<tr>
<td>LNAV MDA</td>
<td>840-3/4</td>
<td>570 (600-3/4)</td>
<td>840-1/4</td>
<td>570 (600-1/4)</td>
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<tr>
<td>CIRCLING</td>
<td>840-1</td>
<td>552 (600-1)</td>
<td>920-1</td>
<td>632 (700-1)</td>
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<td></td>
<td>1060-2/3</td>
<td>772 (800-2/3)</td>
<td>1120-2/3</td>
<td>832 (900-2/3)</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 22
AUBURN/LEWISTON MUNI (LEW)

Procedure NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 617 feet and all Cats visibility ½ SM; LNAV/VNAV all Cats DA to 938 feet and all Cats visibility ½ SM; increase all MDA 80 feet and LNAV Cat C/D visibility ¾ SM. Baro-VNAV NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.

AWOS-3PT  118.025
PORTLAND APP CON  125.5  353.9
PORTLAND CLNC DEL  124.05
UNICOM  122.8 (CTAF)

3100 AUBIN

WUDDE

3400

3.0 NM

LNAV/VNAV NA below -15°C or above 48°C. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Augusta altimeter setting: increase LPV all Cats DA to 617 feet and all Cats visibility ½ SM; LNAV/VNAV all Cats DA to 938 feet and all Cats visibility ½ SM; increase all MDA 80 feet and LNAV Cat C/D visibility ¾ SM. Baro-VNAV NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3100 direct AUBIN and hold.
ADF REQUIRED

**CIRCLING**

- **SM:** A and D visibility SM, and Circling Cat D visibility SM; SHAWE fix minimums increase S-LOC 17 Cat C and D.
- **GPM:** Increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D.
- **MDA:** Increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D.
- **Visibility:** S-LOC 17 Cat C and D.
- **Glidepath:** Increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D.
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- **Glidepath:** Increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D.
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- **Visibility:** S-LOC 17 Cat C and D.
- **Glidepath:** Increase all MDAs 40 feet and visibility S-LOC 17 Cat C and D.
When local altimeter setting not received, use Waterville altimeter setting and increase all MDA 40 feet; increase LP Cats C/D visibility 1/4 SM, and increase Circling Cat D visibility 1/4 SM. Rwy 8 helicopter visibility reduction below 1/8 SM NA. Circling Rwy 26 NA at night.

**ASOS**
- Portland App Con: 118.325
- Clnc Del: 119.95

**UNICOM**
- 128.35
- 128.35

**RNAV (GPS) RWY 8**

- **ELEV 352**
  - **TDZE 352**

**Category**
- **LP MDA**: 920-1 568 (600-1)
- **LNAV MDA**: 940-1 588 (600-1)

**LNAV MDA**
- 940-1 588 (600-1)
- 980-1 628 (700-1)
- 980-1 628 (700-1)
- 1160-2 808 (900-2)
RNAV (GPS) RWY 35
AUGUSTA STATE (AUG)

Circling to Rwy 26 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 34°C.

ASOS
118.325
PORTLAND APP CON *
128.35 299.2
CLNC DEL
119.95 299.2
UNICOM
123.0 (CTAF)

RW35 25 NM

RNAV (GPS) RWY 35

1.4 NM to RW35

13° (16)

3.6 NM

6.6 NM

1.4 NM

351°

2000

3000

3000 UCENO

NOLLI

LNAV only.

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 40).

Circling to Rwy 26 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 34°C.

RNAV (GPS) RWY 35

AUGUSTA, MAINE
AL-29 (FAA)

21168

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021
Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Waterville altimeter setting: increase all MDA 40 feet and visibility S-35 Cats C and D ¼ SM, and Circling Cat D ½ SM; DACCI fix minimums increase visibility S-35 Cats C and D ¼ SM, and Circling Cat D ½ SM. Rwy 8, 26 helicopter visibility reduction below 1 SM NA. Circling Rwy 8, 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.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

MISSING approach: Climb to 1200 on AUG VOR/DME, then climbing left turn to 2300 direct AUG VOR/DME and hold.

DACCI FIX MINIMUMS

S-35

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<tbody>
<tr>
<td>S-35</td>
<td>1100-1</td>
<td>1100-1½</td>
<td>1100-2</td>
<td>750 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>748 (800-1)</td>
<td>748 (800-1)</td>
<td>748 (800-2)</td>
<td>1160-2½</td>
</tr>
</tbody>
</table>

DACCI AUG 2.5

AUG VOR/DME

Remain within 10 NM

1200

AUG R-346

2300

AUG

354° to AUG VOR/DME

VOR RWY 35

AUGUSTA STATE (AUG)

AUGUSTA, MAINE

AL-29 (FAA)

VOR/DME AUG

114.95

Chan 96 (Y)

APP CRS

354°

Rwy Idg

TDZE

Apt Elev

5001

350

352

ASOS

118.325

PORTLAND APP CON

128.35 299.2

CLNC DEL

119.95 299.2

UNICOM

123.0 (CTAF)

DACCI FIX MINIMUMS

354° to AUG VOR/DME

AUG VOR/DME

Remain within 10 NM

354° to AUG VOR/DME

354° to AUG VOR/DME

HRL Rwy 17-35

MIRL Rwy 8, 26

REIL Rwy 35

AUGUSTA, MAINE

Amdt 6C 25FEB21

352

D

TDZE 350

ELEV 352
**ILS Y RWY 15 (CAT II & III) BANGOR INTL (BGR)**

**LOC/DME** I-JJVH 109.5

**APP CRS** 150°

**Rwy Ldg** 11440

**TDZE** 192

**Apt Elev** 192

**DME or RADAR required.**

**ALSF-2**

**ATIS** 127.75

**BANGOR APP CON** 118.925 239.3

**BANGOR TOWER** 120.7 233.7

**GND CON** 121.9 348.6

**CLNC DEL** 135.9 348.6

**MISSED APPROACH**: Climb to 3000 on heading 150° and BGR VORTAC R-154 to ELSUH/BGR 18.3 DME/RADAR and hold.

**ALTERNATE MISSED APCH FIX**

**DME or RADAR REQUIRED**

**VGS I and ILS glidepath not coincident** (VGS Angle 3.00°/TCH 55°).

**One Minute Holding Pattern**

- **IKEXE** I-JJVH 15.9 RADAR
- **UMAIN** I-JJVH 7.9 RADAR
- **BANGOR** 114.8 BGR

**3000 to IJVE 333° (11.9)**

**EC** 118.925 239.3

**TDZE** 192

**ELEV** 192

**TDZ/CL Rwy 15**

**HIRL Rwy 15-33**

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

**TDZ/CL Rwy 15**

**HIRL Rwy 15-33**

**BANGOR, MAINE**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**Amdt 7 27APR17**

**44°48'N-68°50'W**

**BANGOR INTL (BGR)**

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

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 15: Climb on heading 150°, or as assigned by ATC, thence....

TAKEOFF RUNWAY 33: Climb on heading 330°, 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.
### ILS or LOC RWY 22

**HANCOCK COUNTY-BAR HARBOR (BHB)**

### DME Required

- **Circling Rwy 17, 35 NA at night.**
- For inop ALS, increase S-LOC Cat C visibility to 1½ SM.

### AWOS-3PT

<table>
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<tr>
<th>BAR HARBOR, MAINE</th>
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<th>UNICOM</th>
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<td>22</td>
<td>283-3/4</td>
<td>200 (200-3/4)</td>
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<tr>
<td>S-LOC</td>
<td>22</td>
<td>580-3/4</td>
<td>497 (500-3/4)</td>
<td>580-1½</td>
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<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>517 (600-1)</td>
<td>700-1</td>
<td>617 (700-1)</td>
</tr>
</tbody>
</table>

**Bar Harbor, Maine**

Amdt 6E 17JUN21

### ILS or LOC RWY 22

**HANCOCK COUNTY-BAR HARBOR (BHB)**

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 direct BGR VORTAC and hold.

**AWOS-3PT**

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**Bar Harbor, Maine**

Amdt 6E 17JUN21
RNAP (GPS) RWY 4

HANCOCK COUNTY-BAR HARBOR (BHB)

AWOS-3PT 118.35  BANGOR APP CON 133.6  CLNC DEL 119.9  UNICOM 123.0 (CTAF)

**Missed Approach:**
Climb to 3000 direct BECRA and hold.

**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, LNAV Cats C/D and Circling Cat C/D visibility 1/4 SM; and LNAV/VNAV all Cats visibility 1 SM. Night Landing: Rwy 17 NA, Rwy 4 Cat C/D NA at night. Helicopter visibility reduction below 1 SM not authorized.

**APP CRS**
- WAAS CH 65900 W04A
- 044°
- 5200 X 100
- 3363 X 75

**Category**
- A
- B
- C
- D

**Category MDA**
- LNAV: 480-1 397 (400-1)
- VNAV: 480-1 397 (400-1)

**ILS**
- 1071 (500-1)

**LPV**
- 860 below 1 SM not authorized.

**Visibility**
- Night Landing: Rwy 17 NA, Rwy 4 Cat C/D NA at night.

**AWOS**
- 3PT
- 118.35

**BECRA**
- BECRA and hold.

**AL-992 (FAA)**
- 21168

**Bar Harbor, Maine**
- Amdt 1C 17JUN21

**BANGOR APP CON**
- 133.6
- 284.65

**CUDVA**
- 044°
- 224°
- 2900

**ETAF**
- 197±
- 302
- 389

**Gradient**
- 44°27' N-68°22' W

**HANCOCK COUNTY-BAR HARBOR (BHB)**

**RNAV (GPS) RWY 4**

**Bar Harbor, Maine**
- Amdt 1C 17JUN21

**BANGOR APP CON**
- 133.6
- 284.65

**CUDVA**
- 044°
- 224°
- 2900

**ETAF**
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- 44°27' N-68°22' W

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**HANCOCK COUNTY-BAR HARBOR (BHB)**

**RNAV (GPS) RWY 4**

**Bar Harbor, Maine**
- Amdt 1C 17JUN21

**BANGOR APP CON**
- 133.6
- 284.65

**CUDVA**
- 044°
- 224°
- 2900

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- 044°
- 224°
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- 197±
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- 389

**Gradient**
- 44°27' N-68°22' W
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, LNAV/VNAV all Cats, LNAV Cat C/D and Circling Cat D visibility 1/4 SM. 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.

**MISSED APCH FIX**

WHAME

*LNAV only.

2900  WHAME

* LPV DA  283-3/4  200 (200-3/4)

LNAV  VNAV  DA  697-2 61/4 (700-2 6/4)

LNAV MDA  580-3/4  497 (500-3/4)  580-1 497 (500-1)  580-1 499 (500-1 1/2)

CIRCLING  600 51/2  700 61/2 (600-1 700-1 61 700-1 617 (700-1)  840-2 757 (800-2 1/2)

**AWOS-3PT**  118.35 **BANGOR APP CON**  133.6  284.65 **CLNC DEL**  119.9 **UNICOM**  (CTAF)  123.0

**ELEV**  83 **TDZE**  83

**BAR HARBOR, MAINE**

Amdt 1B 17JUN21
RNAV (GPS) RWY 17
EDWARD F KNAPP STATE (MPV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. Rw 17 helicopter visibility reduction below 1/2 SM NA.

When local altimeter setting not received, procedure NA. Circling Rw 5, 35, NA at night. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1/2 miles.

MALSR

MISSED APPROACH:
Climb to 1700 then climb to 5200 direct MPV VOR/DME and hold, continue climb-in-hold to 5200.

ASOS
132.675

BOSTON CENTER
135.7 282.2

UNICOM
122.8 (CTAF)
RNAV (GPS) RWY 35
EDWARD F KNAPP STATE (MPV)

Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 35 NA at night, Circling Rwy 5, 35 NA at night.

MISSED APPROACH: (Do not exceed 225K) Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.

ASOS
132.675

BOSTON CENTER
135.7 282.2

UNICOM
122.8 [CTAF]

Procedure NA for arrival on BTV VOR/DME airway radials 175 CW 202.

Procedure NA for arrivals at MUDDI on V447 southwest bound.

RNAV (GPS) RWY 35
EDWARD F KNAPP STATE (MPV)

Rwy 35 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, procedure NA. Straight-in Rwy 35 NA at night, Circling Rwy 5, 35 NA at night.

MISSED APPROACH: (Do not exceed 225K) Climb to 2400 then climbing right turn to 5100 direct MPV VOR/DME and hold, continue climb-in-hold to 5100.

ASOS
132.675

BOSTON CENTER
135.7 282.2

UNICOM
122.8 [CTAF]

Procedure NA for arrival on BTV VOR/DME airway radials 175 CW 202.

Procedure NA for arrivals at MUDDI on V447 southwest bound.
ILS or LOC RWY 11
LAURENCE G HANSCOM FLD (BED)

**ATIS** 124.6
**BOSTON APP CON** 124.2 279.6
**HANSCOM TOWER** 118.5 (CTAF) **0** 257.2
**GND CON** 121.7
**CLNC DEL** 121.85
**UNICOM** 122.95

**LOC/DME** I-BED 111.15
**Chan** 48 (Y)
**Rwy Idg** 7011
**TDZE** 132
**Apt Elev** 132

RADAR required for procedure entry. DME or RADAR required.

**MALSR**

**GND** 121.85
**LOC** 124.6
**CLNC** 121.85
**CON** 124.6

**MISSING APPROACH:** Climb to 1000 then climbing left turn to 2000 on heading 060° and on BOS VOR/DME R-329 to SWIGG/GDM 36.1 DME/RADAR and hold, continue climb-in hold to 2000.

**VGSI** and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 67).

**One Minute Holding Pattern**

- **GS 3.00°**
- **TCH 50**
- **113° 5.1 NM from FAF**
- **113° 1.7**
- **130° hdg (0.9)**

**ZELKA I-BED** 12.8
**RADAR**

**JOPVU I-BED** 6.5
**RADAR**

**SUVVO I-BED** 3.6
**RADAR**

**GS 2.9**
**I-BED**

**LOC** 1.4

**FAF to MAP 5.1 NM**

**FANS**

**KNOTS**
- 60
- 90
- 120
- 150
- 180

**MIN:SEC**
- 5:06
- 3:24
- 2:33
- 2:02
- 1:42

**CIRCLING**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**S-ILS**

- 383/24
- 251 (300-½)

**S-LOC**

- 660/24
- 528 (600-½)
- 660/55
- 528 (600-1)

**C**

- 720-1
- 588 (600-1)

**MIN/SEC**
- 5:06
- 3:24
- 2:33
- 2:02
- 1:42
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GDM VOR/DME R-111 to SOSYO/GDM 28 DME/RADAR and hold.

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
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For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

For inop ALS, increase S-LOC 29 Cats C and D to 1½ SM.
RNAV (RNP) Y RWY 11
LAURENCE G HANSCOM FLD (BED)

For uncompensated Baro-VNAV systems, procedure NA below -19°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4 SM.

Procedure NA for arrivals at BRONC on V431 westbound.

Procedure NA for departures from BRONC on V432 eastbound.

See Planview for multiple IF locations.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 67).

GP 3.00° TCH 50

See Planview for multiple IF locations.

AUTHORIZATION REQUIRED

GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

Mist Approach: Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

113° to RW11

RNP 0.30 DA
534/45 402 (500-)%
RNAV (GPS) RWY 23
LAURENCE G HANSCOM FLD (BED)

MISSED APPROACH: Climb to 3000 direct CACVA and on track 211° to WHYBE and hold.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

3000, CACVA to WHYBE

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).

Category A & B

RNP APCH.

Rwy 23 helicopter visibility reduction below 3/4 SM NA.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

3000, CACVA to WHYBE

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).

Category A & B

RNP APCH.

Rwy 23 helicopter visibility reduction below 3/4 SM NA.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

3000, CACVA to WHYBE

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).

Category A & B

RNP APCH.

Rwy 23 helicopter visibility reduction below 3/4 SM NA.

ATIS 124.6
BOSTON APP CON 124.4 279.6
HANSCOM TOWER* 118.5 (CTAF) 257.2
GND CON 121.7
CLNC DEL 121.85
UNICOM 122.95

3000, CACVA to WHYBE

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).

Category A & B

RNP APCH.

Rwy 23 helicopter visibility reduction below 3/4 SM NA.
**RNAV (GPS) Z RWY 11**

**LAURENCE G HANSCOM FLD (BED)**

**ATIS** 124.6  
**BOSTON APP CON** 124.4 279.6  
**HANSCOM TOWER** 118.5 (CTAF) 257.2  
**GND CON** 121.7  
**CLNC DEL** 121.85  
**UNICOM** 122.95

---

**Holding Pattern**

**GP 3.00°**  
**TCH 50**  
**4 NM**

**LNAV/VNAV NA** below -19° C or above 54° C.  
For inop ALS, increase all LNAV/VNAV Cats visibility to RVR 5500.

---

**Misapproach**

Climb to 1000 then climbing left turn to 2000 direct ZIMOT and hold.

---

**Additional Information**

- **MALSR**
- **VGSI** and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below T
- Holding Pattern: 4 NM
- MISSED APPROACH:

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**Bedford, Massachusetts**

**Amdt 2 25FEB21**

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**Laurence G Hanscom FLD (BED)**

**Bedford, Massachusetts**

**Amdt 2 25FEB21**

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**Laurence G Hanscom FLD (BED)**

**Bedford, Massachusetts**

**Amdt 2 25FEB21**
RNAV (GPS) Z RWY 29
LAURENCE G HANSCOM FLD (BED)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 3/77 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 1/2 SM. For inop ALS using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM.

ATIS 124.6  BOSTON APP CON  124.4  279.6  HANSCOM TOWER*  CLNC DEL  118.5 (CTAF)  0257.2  121.7  121.85  122.95

MALS
MISSING APPROACH: Climb to 2000 direct COMON and on track 297° to SOSYO and hold.

ATIS 124.6  BOSTON APP CON  124.4  279.6  HANSCOM TOWER*  CLNC DEL  118.5 (CTAF)  0257.2  121.7  121.85  122.95

LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 3/77 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 1/2 SM. For inop ALS using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 3/77 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 1/2 SM. For inop ALS using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA with Boston altimeter setting. When local altimeter setting not received, use Boston altimeter setting: increase LPV DA to 3/77 feet, LNAV/VNAV DA to 663 feet; increase all MDAs 60 feet and LNAV Cats C and D, and Circling Cat D visibility 1/2 SM. For inop ALS, increase LNAV/VNAV all Cats visibility and LNAV Cat C/D to 1 1/2 SM. For inop ALS using Boston altimeter setting, increase LNAV/VNAV all Cats visibility to 1 1/2 SM and LNAV Cat C/D to 1 1/2 SM.
Readback of all runway holding instructions is required.

Caution: Be alert to runway crossing clearances.

January 2020
Annual Rate of Change
0.1° E
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: HYLNDE DEPARTURES expect vectors on BOS R-350, DME required.
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: 300-1/4 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.
For uncompensated Baro-VNAV systems, UNAV/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 1/2 mile; increase LNAV/VNAV all Cats visibility 3/4 mile; increase UNAV and Circling Cat C visibility 3/4 mile. Baro-VNAV NA when using Bangor Intl altimeter. Helicopter visibility reduction below 3/4 SM NA.

**Missed Approach:** Climb to 900 then climbing right turn to 3000 direct ACYOG and hold.

**AWOS-AV**

**BANGOR APP CON**

**UNICOM**

**ELEV**

**TDZE**

<table>
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<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
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<tr>
<td>LPV DA</td>
<td>487-1</td>
<td>289 (300-1)</td>
<td>NA</td>
<td></td>
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</tbody>
</table>
| LNAV/ VNAV DA | 748-1\%
550 (600-1\%) | NA | |
| LNAV MDA | 720-1
522 (600-1) | 720-1\%
522 (600-1\%) | NA | |
| CIRCLING | 720-1
522 (600-1) | 800-1
602 (700-1) | 1040-2\%
842 (900-2\%) | NA | |

* LNAV only.

**AWOS-AV** 122.975

**BANGOR APP CON** 118.925 239.3

**UNICOM** 122.975 (CTAF)
### RNAV (GPS) RWY 33

**Belfast Muni (BST)**

**AWOS-AV**

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<th>Idg</th>
<th>Alt</th>
<th>BUAT</th>
<th>WAAS</th>
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<td>332</td>
<td>4000</td>
<td>190</td>
<td>198</td>
<td>90336</td>
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**BELFAST, MAINE**

**BANGOR APP CON**

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<tbody>
<tr>
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<td>332</td>
<td>4000</td>
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**UNICOM**

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<tr>
<td>90336</td>
<td>332</td>
<td>4000</td>
<td>190</td>
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</tbody>
</table>

**MISSED APPROACH:**

- Climb to 660 then climbing right turn to 2500 and hold.

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ½ SM NA. When local altimeter setting 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 ½ SM, increase LPV and LNAV Cat C visibility ½ SM.

- Intl altimeter setting and increase all DA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV visibility reduction below ½ SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ½ SM NA. When local altimeter setting 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 ½ SM, increase LPV and LNAV Cat C visibility ½ SM.

- Intl altimeter setting and increase all DA/MDA 60 feet; increase LPV Cats A/B, LNAV/VNAV visibility reduction below ½ SM NA. When local altimeter setting not received, use Bangor Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ½ SM NA. When local altimeter setting 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 ½ SM, increase LPV and LNAV Cat C visibility ½ SM.

**AWOS-AV**

- **122.975**

**BANGOR APP CON**

- **118.925**

**UNICOM**

- **122.975 (CTAF)**

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**RNP APCH.**

- **Baro-VNAV NA**

**ELEV 198**  
**TDZE 190**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

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**BELFAST, MAINE**

**Amdt 1A 08NOV18**

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**BELFAST MUNI (BST)**

**RNAV (GPS) RWY 33**

**BELFAST, MAINE**

**AL-6448 (FAA)**

**20030**
RNAV (GPS) RWY 13
WILLIAM H MORSE STATE (DDH)

ASOS
ALBANY APP CON
GCO
UNICOM

135.925
132.625
307.2
121.725
122.8 (CTAF)

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.

MISSED APPROACH:
Climbing left turn to 4000
direct FAXIB and hold.

APP CRS
132°

GADYE
CIBTA
JOTOV

ASOS
ALBANY APP CON
GCO
UNICOM

3704 X 75
312°
132°

REIL Rwys 13 and 31
MIRL Rwy 13-31

35
RNAV (GPS) RWY 18

BERLIN, NEW HAMPSHIRE

APP CRS
190°

Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

ASOS
135.175

BOSTON CENTER
135.7 282.2

UNICOM
122.7 (CTAF)

HURDS
5800
50°

ASAS BIISN 25 NM
7500

PROCEDURE NA for arrivals at PLOTT on V447 southwest bound.

PROCEDURE NA for arrival at GMA NDB bearing 324 CW 144.

Procedure NA for arrivals at PLOTT on V447 southwest bound.

Final approach course offset 15.97°.

Procedure NA for arrivals at PLOTT on V447 southwest bound.

Final approach course offset 15.97°.

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RNAV (GPS) Y RWY 32
BETHEL RGNL (JB1)

When local altimeter setting not received, use Augusta altimeter setting and increase all MDAs 160 feet. Caution any go-around after passing IRANE, may not provide standard obstacle clearance.

Circling Rwy 14 NA at night. Rwy 32 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing left turn to 4800 direct BUSKS and hold then, continue climb-in-hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1740-1 1/2</td>
<td>1073 (1100-1 1/2)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1740-1 1/2</td>
<td>1066 (1100-1 1/2)</td>
<td>1586 (1600-1 1/2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

RNAV (GPS) Y RWY 32
BETHEL RGNL (JB1)

44°26'N-70°49'W

BETHEL, MAINE
Orig 20JUN19

NE-1, 07 OCT 2021 to 02 DEC 2021
RAV (GPS) RWY 9
BEVERLY RGNL (BVY)

ATIS 119.2
BOSTON APP CON 124.4 279.6
BEVERLY TOWER* 125.2 (CTAF)
GND CON 121.6
UNICOM 122.95

 MISSED APPROACH: Climb to 500 then climbing left turn to 2000 direct WAKBI and hold.

BEVERLY, MASSACHUSETTS
AL-5039 (FAA)

WAAAS CH 65640 W09A
APP CRS 105°
Rwy Idg 4755
TDZE 86
Apt Elev 107

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lawrence altimeter setting and increase all MDA 40 feet, increase Cat C and D visibility 1/2 mile. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

ATIS 119.2
BOSTON APP CON 124.4 279.6
BEVERLY TOWER* 125.2 (CTAF)
GND CON 121.6
UNICOM 122.95

EXXRO 2000 106°
DIXNN 1800
ZAPOB 1.2 NM to MEMAE

ELEV 107
TDZE 86

Final approach course offset 15°.

CATEGORY

<table>
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<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>480-1</td>
<td>394 (400-1)</td>
<td>480-1½</td>
<td>394 (400-1½)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>560-1</td>
<td>474 (500-1)</td>
<td>560-1½</td>
<td>474 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>680-1</td>
<td>573 (600-1)</td>
<td>820-2</td>
<td>713 (800-2)</td>
</tr>
</tbody>
</table>

BEVERLY RGNL (BVY)

42°35'N-70°55'W

BEVERLY RGNL (BVY)

Orig-A 07DEC2021
Circling Rwy 9 NA at night. Rwy 16 helicopter visibility reduction below ¾ SM NA. Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C or above 54° C.

**MISSED APPROACH:**
Climb to 600 then climbing left turn to 2000 direct WAKBI and hold.

**ATIS**
119.2

**BOSTON APP CON**
124.4 279.6

**BEVERLY TOWER**
125.2 (CTAF)

**GND CON**
121.6

**UNICOM**
122.95

**BEVERLY RGNL (BVY)**

**RNAV (GPS) RWY 16**

**CIRCLING**

- Category A: 620-1
- Category B: 513 (600-1)
- Category C: 620-1
- Category D: 513 (600-1)

**APP CRS**

- Rwy Idg: 4762
- TDZE: 107
- Aalt Elev: 107
BARO-VNAV NA when using Lawrence altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). When local altimeter setting not received, use Lawrence 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 1/8 SM, and increase Circling Cat C and D visibility 1/4 SM. Circling RWY 9 NA at night. RWY 27 helicopter visibility reduction below 1/8 SM NA.

**BOSTON APP CON** 124.4 279.6

**BEVERLY TOWER** 125.2 (CTAF)

**GND CON** 121.6

**UNICOM** 122.95

**ATIS** 119.2

**GND CON** 121.6

**UNICOM** 122.95

**CIRCLING**

- **1.5 NM**
- **3.3 NM**
- **6.7 NM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>444-1</td>
<td>353 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>438-1</td>
<td>347 (400-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>540-1</td>
<td>449 (500-1)</td>
<td>540-1½</td>
<td>449 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>493 (500-1)</td>
<td>820-2</td>
<td>880-2½</td>
</tr>
</tbody>
</table>

**ELEV** 107

**TDZE** 91

**RNAV (GPS) RWY 27**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 9, 16, 34: Climb on assigned heading, thence . . .
TAKEOFF RUNWAY 27: Climb on 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, DME required.
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.
RNAV (GPS) RWY 6
BIDDEFORD MUNI (B19)

MISSED APPROACH: Climbing left turn to 3000 direct ENE VOR/DME and hold, continue climb-in-hold to 3000.

PORTLAND APP CON
119.75 269.35

UNICOM
123.0 (CTAF)

Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use Sanford altimeter setting and increase all MDA 40 feet and LNAV Cat C visibility ½ SM.

Procedure NA for arrivals at SATAN on V93 westbound.

Procedure NA for arrivals at ARMIE on V167 southbound.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>680-1 523 (600-1)</td>
<td>680-1/2 523 (600-1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>780-1 623 (700-1)</td>
<td>780-1 623 (700-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Orig-A 08OCT20

43°28'N - 70°28'W
VOR RWY 6
BIDDEFORD MUNI (B19)

PORTLAND APP CON *
119.75 269.35

UNICOM
123.0 (CTAF)

Obtain local altimeter on CTAF; when not received, use Sanford altimeter setting. VDP NA when using Sanford altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2300 direct ENE VOR/DME and hold.

PORTLAND APP CON *
RNAV (GPS) RWY 10

**RNAV (GPS) RWY 10**

**Category**

- **A**
- **B**
- **C**
- **D**

**LNAV MDA**

- 580-1 (500-1)
- 580-1½ (500-1½)
- NA

**CIRCLING**

- 640-1 (600-1)
- 640-1½ (600-1½)
- NA

**APP CRS**

- 104°

**Rwy Idg**

- 108

**Apt Elev**

- 108

**ELEV**

- 108

**TDZE**

- 108

**104°**

- **284°**

**HOLD**

- **1700**

- **6000**

**Visual Segment - Obstacles**

- **0.9 NM to ILACI**

**Final approach course offset 5.26°.**

**Procedure NA for arrivals at GARRD on V139 southwest bound.**

**Procedure NA for arrivals at JORDN on V268 westbound.**

**Rwy 10 helicopter visibility reduction below ¾ SM NA.**

**MISSED APPROACH:** Climbing right turn to 1700 direct SUFOK and hold.
RNAV (GPS) RWY 28

**Provided by: NE-1, 07 OCT 2021 to 02 DEC 2021**

**Category:**
- **A**
- **B**
- **C**
- **D**

**LPV DA:**
- **358-1**
- **250 (300-1)**
- **NA**

**LNAV/VNAV DA:**
- **570-1 462 (500-1½)**
- **NA**

**LNAV MDA:**
- **540-1 540-1½**
- **432 (500-1½)**
- **NA**

**Circling:**
- **640-1 640-1½**
- **532 (600-1½)**
- **NA**

**Block Island, Rhode Island:**
- **41°10'N - 71°35'W**
- **Block Island State (BID)**

**UNICOM:**
- **123.0 [CTAF]**

**AWOS:**
- **134.775**

**Providence APP CON:**
- **125.75 319.2**

**CLNC DEL:**
- **120.1**

**MISSED APPROACH:**
- Climb to 1500 direct CUGDA and on track 287° to SUFOK and hold.

**AWOS-3PT:**
- **108**

**TDZE:**
- **108**

**BLOKK**
- 2502 X 100

**REIL Rwy 10 and 28**
- **MIRL Rwy 10-28**

**Amdt 1A  27JUN13**
Rwy 10 helicopter visibility reduction below ¾ SM NA.

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-10</td>
<td>580-1</td>
<td>472 (500-1)</td>
<td>580-1¾</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>532 (600-1)</td>
<td>640-1½</td>
<td>NA</td>
</tr>
</tbody>
</table>

**PROVIDENCE APP CON**

<table>
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<tr>
<th></th>
<th>125.75</th>
<th>319.2</th>
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</table>

**UNICOM**

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<tr>
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<th>123.0 (CTAF)</th>
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**VOR/DME RWY 10**

**BLOCK ISLAND STATE (BID)**

**Amdt 5D 11OCT18**

**Block Island, Rhode Island**

**AWOS-3PT**

**580-1**

**5786 (FAA)**

**App CRS**

**104°**

**TDZE**

**108**

**Apt Elev**

**108**

**2502 X 100**

**ELEV 108**

**TDZE 108**

**ELEV 108**

**VOR/DME SEY 117.8**

**APP CRS 104°**

**TDZE 108**

**Apt Elev 108**

**2502 X 100**

**ELEV 108**

**TDZE 108**
MISSED APPROACH: Climbing right turn to 1700 in SEY VOR/DME holding pattern.

VDP NA when using Westerly State altimeter setting. When local altimeter setting not received, use Westerly State altimeter setting and increase all MDA 40 feet.

AWOS-3PT 134.775
PROVIDENCE APP CON* 125.75 319.2
CLNC DEL 120.1
UNICOM 123.0 (CTAF)

STATE ALT

ELEV 108
TDZE 108

CATEGORY A B C D
S-28 580-1 472 (500-1) 580-1½ 472 (500-1½) NA
CIRCLING 640-1 532 (600-1) 640-1½ 532 (600-1½) NA

NE-1, 07 OCT 2021 to 02 DEC 2021

VOR RWY 28
BLOCK ISLAND STATE (BID)

41° 10’N - 71° 35’W

AMDT 5A 16JUL20

BLOCK ISLAND, RHODE ISLAND
AL-5786 (FAA)
20254
BOSSAN, MASSACHUSETTS

BOSTON TOWER 134.0 263.1

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-268 to BOSOX INT/BOS 29.9 DME and hold.

Circling NA to Rwy 14.
Circling NA for Cats C and D west of Rwy 4L and 15R.

LOCALIZER 112.7 BOS Chan 74

From AYBEE: RNAV 1-GPS required.
DME or RADAR required. RADAR required for procedure entry.
From AYBEE: RNAV 1-GPS required.
ILS RWY 4R (SA CAT I)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

LOC/DME  I-BOS
110.3 
Ch 40
APP CRS
035°
Rwy Ldg 8851
TDZE  18
Apt Elev 19

MISSED APPROACH: Climb to 3000 on BOS VOR/DME R-030 to WAXEN INT/BOS 14 DME and hold.

BOSTON APP CON
120.6 263.1
BOSTON TOWER
128.8 257.8 (WEST)
132.225 257.8 (EAST)

D-ATIS
135.0

GND CON
121.9  121.75

MISSED APCH FIX
ALSF-2
WAXEN INT/BOS

R-030 to WAXEN INT/BOS to 3000 on BOS VOR/DME

ALTERNATE MISSED APCH FIX
LOCALIZER  110.3
Ch 40

ILS RWY 4R (SA CAT I)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ILS RWY 4R (SA CAT I)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

NE-1, 07 OCT 2021 to 02 DEC 2021

SA CATEGORY I - SPECIAL AIRCRAFT & AIRCRAFT CERTIFICATION REQUIRED
When control tower reports tall vessels in approach area, procedure NA.

When control tower reports tall vessels in approach area, procedure NA.

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

When control tower reports tall vessels in approach area, procedure NA.

When control tower reports tall vessels in approach area, procedure NA.

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When control tower reports tall vessels in approach area, procedure NA.

When control tower reports tall vessels in approach area, procedure NA.

When control tower reports tall vessels in approach area, procedure NA.
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

ILS RWY 33L (CAT II & III)

BOSTON, MASSACHUSETTS

AL-58 (FAA)  21168

LOC/DME  I-LIP  APP CRS  Rwy ldg  TDZE  Apt Elev
110.7  Ch 44  10083  16  19

RADAR required for procedure entry, DME.

MISSED APCH FIX: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

BOSTON, MASSACHUSETTS

APP CRS 110.7

LOCALIZER 110.7
I-LIP
Chan 44

1500 3000 330° WAXEN

BOS

R-030

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 68).

COHAS
112.7 BOS
Chan 74

NIMOY
I-LIP 4.7
RADAR

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN/BOS 14 DME and hold.

BOSTON TOWER

GND CON  121.9  121.75
CLNC DEL  121.65  257.8
CPDLC

BOSTON APP CON

120.6  263.1

CAT III

RVR 06

& AIRCRAFT CERTIFICATION REQUIRED

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

42°22'N-71°00'W

ILS RWY 33L (CAT II & III)
RNAV (GPS) RWY 4R

GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

RVR 4000 NA. When vessels taller than 144 feet present, LPV and LNAV/VNAV NA.

and LNAV Cat C/D to 1 SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 1.44 feet present, LPV and LNAV/VNAV NA.

For inop ALS with tall vessels, report tall vessels in approach area: increase LPV DA to 374 and all Cats visibility to 1 SM, LNAV Cat A/B visibility to RVR 5500 to RVR 4000, increase LNAV Cat A/B visibility to RVR 4000; for inop ALS with tall vessels and LNAV Cat C/D to 1 SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 1.44 feet present, LPV and LNAV/VNAV NA.

For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. When control

Circling NA to Rwy 14. Circling NA for Cats C/D west of Rwys 4L and 15R. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 1.44 feet present, LPV and LNAV/VNAV NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

LNAV/VNAV NA below -16°C or above 54°C.

RVR 4000 NA. When vessels taller than 144 feet present, LPV and LNAV/VNAV NA.

and LNAV Cat C/D to 1 SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 1.44 feet present, LPV and LNAV/VNAV NA.

For inop ALS with tall vessels, report tall vessels in approach area: increase LPV DA to 374 and all Cats visibility to 1 SM, LNAV Cat A/B visibility to RVR 5500 to RVR 4000, increase LNAV Cat A/B visibility to RVR 4000; for inop ALS with tall vessels and LNAV Cat C/D to 1 SM. For tall vessels Rwy 4R helicopter visibility reduction below RVR 4000 NA. When vessels taller than 1.44 feet present, LPV and LNAV/VNAV NA.

For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. When control
RNAV (GPS) RWY 15R
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R. For inop ALS, increase LNAV Cats C and D visibility to 1.1 SM.

Procedure NA for arrival on GDM VOR/DME airway radials 042 CW 191.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R. For inop ALS, increase LNAV Cats C and D visibility to 1.1 SM.
**RNAV (GPS) RWY 22L**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**RADAR REQUIRED**

---

**MISSED APCH FIX**

- **WINNI**
  - 4 NM

---

**ELEV 19**

**TDZE 16**

---

**TDZ/CL Rwys 4R, 15R and 33L**

- REIL Rwys 4L, 27 and 32
- MIRL Rwys 15L-33L
- HIRL Rwys 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L

---

**BOSTON, MASSACHUSETTS**

Amdt 1D 25MAR21

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**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**RNAV (GPS) RWY 22L**
RNAV (GPS) RWY 32
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**ADVISORY**

DME/DME RNP-0.3 NA. Circling NA to Rwys 14.
Circling NA for Cats C and D west of Rwys 4L and 15R.

**MISSING APPROACH:** Climb to 3000 direct WINDZ
and on track 284° to TELLE and hold.

**ELEVATION**

- **19**
- **TDZE 19**

**RWYS**

- **4R**
- **4L**
- **1008-1**
- **5000 X 100**
- **7001 X 150**
- **10527 X 150**
- **2557 X 100**
- **TWR 317**

**DIAGRAM**

- **Final approach course offset 10.05°.**
- **Procedure NA for arrivals at INNDY on V139-268 southwest bound.**
- **Procedure NA for arrivals at WOONS on V3-16 southwest bound.**
- **Procedure NA for arrivals at DUNKK on V141 southeast bound.**

**TWR**

- **A**
- **P**
- **R**
- **W**

**DEPARTURES**

- **TDZ/CL Rwys 4R, 15R and 33L**
- **REIL Rwys 4L, 27 and 32**
- **MIRL Rwy 15L-33R**
- **HIRL Rwys 4L-22R, 4R-22L, 9-27, 14-32 and 15R-33L**

**GENERAL INFORMATION**

- **BOSTON, MASSACHUSETTS**
- **AL-58 (FAA)**
- **NE-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 33L
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)

**Radar Required**

**Amdt 2C 12OCT17**

- **NE-1, 07 OCT 2021 to 02 DEC 2021**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**42°22'N-71°00'W**

**RNAV (GPS) RWY 33L**

**BOSTON, MASSACHUSETTS**

**APP CRS**

- **330°**

**TDZE**

- **16**

**Elev**

- **19**

**GND CON**

- **121.9**

**BOSTON TOWER (WEST)**

- **128.8**

**BOSTON TOWER (EAST)**

- **132.225**

**RNAV (GPS) RWY 33L**

**GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)**

**ALSF-2**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 3000 direct WAXEN and hold.

**WAAS CH 69525 W33A**

**APP CRS**

- **330°**

**Rwy Idg**

- **10083**

**Apt Elev**

- **19**

**BOSTON CON**

- **120.6**

- **263.1**

**BOSTON TOWER (WEST)**

- **128.8**

**BOSTON TOWER (EAST)**

- **132.225**

**BOSTON TOWER (WEST)**

- **128.8**

**BOSTON TOWER (EAST)**

- **132.225**

**ELEV 19 TDZE 16**

**LNAV only**

- **1.1 NM to RW33L to RDUKE 2 NM to RW33L**

**VGSi and RNAV glidepath not coincident**

- **(VGSi Angle 3.00°/TCH 68)**

**BENNN**

**GDPS 3.00° TCH 57**

**LNAV**

- **1.1 NM to 0.9 NM to 2.5 NM to 4.9 NM to 5.4 NM**

**Category**

- **A**

- **B**

- **C**

- **D**

**LPV DA**

- **216/18 200 (200-1/2)***

**LNAV/ VNAV DA**

- **1060-1/2 1041 (1100-1/2)**

**LNAV MDA**

- **960-1/4 941 (1000-1/4)**

**CIRCLING**

- **960-1/4 1060-1/2 440/40 424 (500-3/4) 640-1/4 621 (700-1/4)**

**RNAV (GPS) RWY 33L**

**BOSTON, MASSACHUSETTS**

**Amdt 2C 12OCT17**

**BOSTON, MASSACHUSETTS**

**BOSTON APP CON**

- **135.0**

**BOSTON TOWER CON**

- **120.6 263.1**

**GND CON**

- **121.9 121.75 121.65 257.8**

**CPDLC**

- **128.8 257.8**

**132.225 257.8**

**TDZE**

- **16**

**HIRL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**REIL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**TDZ/CL Rwys 4R, 15R and 33L**

**TDZ/CL Rwys 4R, 15R and 33L**

**REIL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**REIL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**TDZ/CL Rwys 4R, 15R and 33L**

**TDZ/CL Rwys 4R, 15R and 33L**

**REIL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**REIL Rwys 4L, 27 and 32**

**MIRL Rwy 15L-33R**

**NE-1, 07 OCT 2021 to 02 DEC 2021**
Circling NA to Rwy 14. Circling NA for Cats C and D west of Rwy 4L and 15R.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on BOS VOR/DME R-030 to WAXEN BOS 14 DME and hold.
RADAR REQUIRED

BOSTON, MASSACHUSETTS (BOS)

AL-58 (FAA)

LIGHT VISUAL RWY 33L

LOCALIZER 110.7 I-LIP 44

R-128

FORT WARREN

WORRN 1000

LYHTT BOS 4.8 1800

ALLERTON POINT

MINOT'S LEDGE LIGHTHOUSE

WEATHER MINIMUMS:
3000 FEET CEILING AND 5 MILE VISIBILITY.

VERTICAL GUIDANCE NAVOID AND ANGLE:
LOC I-LIP (GS 3.00°)
4-LIGHT PAPI ON RIGHT 3.00°

NOTE:
FROM SCUPP, LOBBY, AND KRANN:
EXPECT RADAR VECTORS TO INTERCEPT THE BOS R-128 INBOUND. WHEN CLEARED FOR THE VISUAL, PROCEED ON THE BOS 308° VOR/DME COURSE TO BOSTON LIGHT.

NM 1 2 3 4 5 6 7 8 9 10 11

68

68
INSTRUCTIONS IS REQUIRED.
OF ALL RUNWAY HOLDING CLEARANCES. READBACK
RUNWAY CROSSING
CAUTION: BE ALERT TO
4R
B
19
ELEV
034.1°
FIELD
ELEV
19
71°01'W
71°00'W
42°21'N
SATELLITE TERMINAL
MAIN TERMINAL
TERMINAL A
TERMINAL B
PIER A
PIER E
PIER C
TWR 317
GENERAL AVIATION RAMP
NORTH CARGO
INTERNATIONAL TERMINAL
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
AL-58 (FAA)
BOSTON, MASSACHUSETTS
D-ATIS
135.0
BOSTON TOWER
128.8 (WEST)
132.225 (EAST)
257.8
Helicopters 124.725
GND CON
121.75 121.9
CINC DEL
121.65 257.8
RAMP CON
134.05
CPDLC
PDC
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NE-1, 07 OCT 2021 to 02 DEC 2021

SEE INSET
ANNUAL RATE OF CHANGE
0.1° E
JANUARY 2020

AIRPORT DIAGRAM
20366

NE-1, 07 OCT 2021 to 02 DEC 2021

AIRPORT DIAGRAM
20366

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
Runway Status Lights in operation.
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: For Turbojets only.
NOTE: At/Below 250K until BRRRO.
NOTE: At/Below 290K until HEWMO.

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.

TOP ALTITUDE: 5000

BLZZR FOUR DEPARTURE (RNAV)
GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)
BOSTON, MASSACHUSETTS

D-ATIS 135.0
CLNC DEL 121.65 257.8
CPDLC GND CON 121.9 121.75
BOSTON TOWER 128.8 257.8 (WEST)
132.225 257.8 (EAST)
BOSTON DEP CON 133.0

NOTE: Chart not to scale.
TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .
TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .
TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° 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.
NOTE: Chart not to scale.

NOTE: At/Below 250K until BRRRO.

NOTE: Rwy 15R, 22L, 22R: Do not exceed 210K until 520’ MSL.

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.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° 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.
NOTE: Chart not to scale.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 4L, 14, 15L, 32, 33R: NA-ATC.
RwV 4R: Standard with minimum climb of 500' per NM to 3600.
RwV 9: Standard with minimum climb of 500' per NM to 4000.
RwV 15R: Standard with minimum climb of 500' per NM to 520.
RwV 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.
RwV 22R: Standard with minimum climb of 500' per NM to 520.
RwV 27: Standard with a minimum climb of 500' per NM to 1300.
RwV 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: 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)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .

TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° 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.
HYLND FIVE DEPARTURE (RNAV)

NOTE: For Turbojets only.

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.
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.

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 BOATT.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For Turbojets only.

TOP ALTITUDE: 5000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....

TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....

TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....

TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....

TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 353° 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.
TKEKK

TEK

CAMWI

4000

LBSTA

024°

SHAUN

(8)

NOTE: Chart not to scale.

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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520’ MSL, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 353° 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.
DEPARTURE ROUTE DESCRIPTION

JET AIRCRAFT:
TAKEOFF RUNWAYS 4L/4R: Climb on heading 035° to BOS 4 DME, then right turn heading 090°, thence....
TAKEOFF RUNWAY 9: Climb on heading 092°, thence....
TAKEOFF RUNWAY 14: Climb on heading 141° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAY 15R: Climb on heading 150° to BOS 1 DME, then left turn heading 120°, thence....
TAKEOFF RUNWAYS 22L/22R: Climbing left turn heading 140°, thence....
TAKEOFF RUNWAY 27: Climb on heading 272° to BOS 2.2 DME, then left turn heading 235°, thence....
TAKEOFF RUNWAY 33L: Climb on heading 330° 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:
Rwy 15L: NA-ATC.
Rwys 32, 33R: NA-Environmental.
Rwy 4R,15R: Standard.
Rwy 4L: 300-1 or standard with minimum climb of 369’ per NM to 500.
Rwy 9: 300-1½ or standard with minimum climb of 266’ per NM to 300.
Rwy 14: Standard with minimum climb of 233’ per NM to 1100.
Rwy 22L: 300-1 or standard if tower reports no tall vessels in the departure area.
Rwy 22R: 300-1½ or standard with minimum climb of 320’ per NM to 300.
Rwy 27: Standard with minimum climb of 487’ per NM to 1000.
Rwy 33L: 300-1½ or standard with minimum 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: 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, DME required.
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.
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 BRRRO.
NOTE: At/Below 290K until HEWMO.

NE-1, 07 OCT 2021 to 02 DEC 2021

PATSS FIVE DEPARTURE (RNAV)

 alphanumeric

 TOP ALTITUDE: 5000

 TAKEOFF MINIMUMS:
 Rwys 4L, 14, 15L, 32, 33R: NA-ATC.
 Rw y4R: Standard with minimum climb of 500’ per NM to 3600.
 Rw y9: Standard with minimum climb of 500’ per NM to 4000.
 Rw y15R: Standard with minimum climb of 500’ per NM to 520.
 Rw y22L: 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.
 Rw y22R: Standard with minimum climb of 500’ per NM to 520.
 Rw y27: Standard with a minimum climb of 500’ per NM to 1300.
 Rw y33L: Standard with a minimum climb of 500’ per NM to 4900.

NOTE: Chart not to scale.

PATSS FIVE DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence. . . .

TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence. . . .

TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence. . . .

TAKEOFF RWY 27: Climb heading 272° to intercept course 234° to KIRAA, thence. . . .

TAKEOFF RWY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° 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.
**NOTE:** Chart not to scale.

**REVSS FOUR DEPARTURE (RNAV)**

**TOP ALTITUDE: 5000**

**BOSTON, MASSACHUSETTS**

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**NOTE:** Departure hdg/RNAV tracks/ectors 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:** At/Below 290K until HEWMO.

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**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RADAR required for non-GPS equipped aircraft.

**NOTE:** RNAV 1.

**NOTE:** For Turbojets only.

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**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.

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**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RWY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RWY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RWY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RWY 33L: Climb heading 330° to intercept course 313° to TEKKK, 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.
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: 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.
Rw 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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 035° to 520, then direct NHANT, then on track 091° to cross HURBE at or above 4000, thence....
TAKEOFF RUNWAY 9: Climb heading 092° to 520, then direct CLAWW, cross CLAWW at or above 4000, thence....
TAKEOFF RUNWAY 15R: Climb heading 150° to intercept course 131° to FOXXX, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22L: Climb heading 215° to intercept course 139° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 22R: Climb heading 215° to intercept course 143° to TJAYY, do not exceed 210K until 520 MSL, thence....
TAKEOFF RUNWAY 27: Climb heading 272° to intercept course 234° to KIRAA, thence....
TAKEOFF RUNWAY 33L: Climb heading 330° to intercept course 313° to TEKKK, then on track 250° 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.
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: Departures assigned routing via LBSTA, PEASE, MANCH, HYLND, or REVSS direct SPENO; BLZZR direct ONEPS; PATSS, GLYDE, or BOSOX expect RADAR vectors to the right to assigned route/fix.

NOTE: Departures assigned routing via CELTK, FRILL, LFV VOR/DME, ACK VOR/DME, BRUWN, SSOXS, LUCOS, SEY VOR/DME, or BURDY expect RADAR vectors to the left to assigned route/fix.

NOTE: ATC assigned. Do not file.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1
NOTE: For Turbojets only.
NOTE: RADAR required.

TAKING OFF RUNWAY 27: Climb on heading 272° to intercept course 234° 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

NOTE: Chart not to scale.

NE-1, 07 OCT 2021 to 02 DEC 2021
Autopilot coupled approach NA below 350. When VGSI inop, Circling Rwy 11 NA at night.

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.

ATIS 119.15
NEW YORK APP CON 124.075 343.85
BRIDGEPORT TOWER* 120.9 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 121.75
CLNC DEL 124.075
UNICOM 123.0

BRIDGEPORT, CONNECTICUT

ATIS 119.15
NEW YORK APP CON 124.075 343.85
BRIDGEPORT TOWER* 120.9 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 121.75
CLNC DEL 124.075
UNICOM 123.0

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.

BRIDGEPORT, CONNECTICUT

ATIS 119.15
NEW YORK APP CON 124.075 343.85
BRIDGEPORT TOWER* 120.9 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 121.75
CLNC DEL 124.075
UNICOM 123.0

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.

BRIDGEPORT, CONNECTICUT

ATIS 119.15
NEW YORK APP CON 124.075 343.85
BRIDGEPORT TOWER* 120.9 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 121.75
CLNC DEL 124.075
UNICOM 123.0

MISSING APPROACH: Climb to 1800 on the BDR VOR/DME R-054 to MILUM INT and hold.
RNAV (GPS) RWY 6
BRIDGEPORT, CONNECTICUT
AL-621 (FAA)

ATIS 119.15  NEW YORK APP CON 124.075 343.65
BRIDGEPORT TOWER* 120.9 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 124.075
(When lwr closed)
UNICOM 123.0

When VGSI inop, Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 2600 direct BAYYS and hold.
BRIDGEPORT, CONNECTICUT
AL-621 (FAA)

RNAV (GPS) RWY 24
IGOR I SIKORSKY MEML (BDR)

Rwy 24 helicopter visibility reduction below 1 SM NA.
When VGSI inop, Circling Rwy 11 NA at night.

ATIS 119.15
NEW YORK APP CON 124.075 343.65
BRIDGEPORT TOWER* 120.9 1 (CTAF) 257.8
GND CON 121.75 257.8
CLNC DEL 124.075 (When twr closed)
CLNC DEL 121.75
UNICOM 123.0

Amdt 1A 08NOV18

Rwy 11 NA at night.
When VGSI inop, Circling Rwy 24 direct APT and hold.

1800 direct STANE and hold.
MISSED APPROACH:

When VGSI inop, Circling Rwy 11 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.

Newark 1800 direct STANE and hold.
MISSED APPROACH:

When VGSI inop, Circling Rwy 24 direct APT and hold.

1800 direct STANE and hold.
MISSED APPROACH:

When VGSI inop, Circling Rwy 11 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 29
IGOR I SIKORSKY MEML (BDR)

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>380-1</td>
<td>373 (400-1)</td>
<td></td>
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</tbody>
</table>

**CIRCLING**
- 480-1
- 471 (500-1)
- 620-1
- 611 (700-1)
- 820-2½
- 820-2⅔
- 811 (900-2½)
- 811 (900-2¾)

**Rwy 29 helicopter visibility reduction below 1 SM NA.**

**Procedure NA for arrival on MAD VOR/DME airway radials 155 CW 317.**

**Procedure NA for arrival on CCC VOR/DME airway radials 263 CW 057.**

**Visual Segment-Obstacles.**

**MISSSED APPROACH:** Climb to 500 then climbing left turn to 2000 direct ZONKO and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
BRIDGEHAVEN NINE DEPARTURE

NE-1, 07 OCT 2021 to 02 DEC 2021

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.

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.
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.
ILS or LOC RWY 1R
BRUNSWICK EXEC (BXM)

**Category:** B/C/D

**Setting:**
- Increase S-ILS 1R DA to 314.
- Increase S-LOC 1R CAT C/D visibilities to ½ SM.
- Increase all MDA 60 feet.

**DME Required:**
- Use Portland altimeter setting.

**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.

**Amdt:** 1 10NOV16

**Location:**
- BRUNSWICK, MAINE

**Elev:** 75
**TDZE:** 63

**Radio Frequencies:**
- UNICOM 122.725 (CTAF)
- POR 134.875
- AWOS-AV 119.75 299.2
- AUG VOR/DME 114.95

**Airways:**
- VICINITY APPROACH BXM
- LOC/DME I-BXM
- Rwy Idg 8000
- APT Elev 75

**MALS R:**
- A

**Minimums:**
- 2000 FT PT
- 090°

**Holding Pattern:**
- One Minute
- 192°

**Turns:**
- 090°
- 180°

**Charts:**
- BRUNSWICK EXEC (BXM)

**Notes:**
- When local altimeter setting not received, use Portland altimeter setting.
- Increase S-LOC 1R CAT C/D visibilities to ½ SM.
- Increase all MDA 60 feet.

**AWOS AV:**
- 134.875
- (112°-292°) 119.75 269.35
- (293°-111°) 120.4 299.2

**UNICOM:**
- 122.725 (CTAF)

**Procedure:**
- Procedure NA for arrivals on AUG VOR/DME airway radials 213 CW 251.
- Procedure NA for arrivals at ENE VOR/DME on V93 southwest bound.
Boro-VNAV NA when using Portland altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (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 1¼ SM.

Procedure NA for arrivals at NOLLI on V3-39 northeast bound.

Procedure NA for arrivals at WODGI and hold.

Procedure NA for arrivals at ZETGU on V268 northeast bound and on V302 northwest bound.

Procedure NA for arrivals at MESH on V268 southwest bound.

Procedure NA for arrivals at MESA on V268 southwest bound.

Procedure NA for arrivals at NE-1, 07 OCT 2021 to 02 DEC 2021 southeast bound.

Procedure NA for arrivals at RDW on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC2 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.

Procedure NA for arrivals at PC1 on V268 southeast bound.
RNAV (GPS) RWY 19L

BRUNSWICK EXEC (BXM)

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.

Rwy 19L helicopter visibility reduction below 1/4 SM NA. Baro-VNAV and VDP NA with Portland altimeter setting. When local altimeter setting not received, use Portland altimeter setting; increase LPV DA to 382 feet and visibility 1/4 SM all Cats; increase LNAV/VNAV DA to 410 feet and visibility 1/4 SM all Cats; increase all MDAs 60 feet and LNAV Cats C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2000 direct BAILI and hold.

Procedure NA for arrivals at RAZZR on V302 southeast bound and on V93 northeast bound.

Procedure NA for arrivals at NOLL on V3-39 southwest bound.

Procedure NA for arrivals at MESH on V268 southwest bound.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LV DA</td>
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<tr>
<td>LNAV/VNAV DA</td>
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<tr>
<td>LNAV MDA</td>
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<tr>
<td>CIRCLING</td>
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</table>

BRUNSWICK, MAINE

Amendment 1B  29MAR18

43°54’-69°56’W
Circling Rwy 1NA at night. Rwy 15 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV all Cats visibility to RVR 5500.

MISSED APPROACH: Climb to 1000 then climbing right turn to 5600 direct YUNUD and hold, continue climb-in-hold to 5600.
RNAV (GPS) Z RWY 33
BURLINGTON INTL (BTV)

MAP

RNP APCH.

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct STAEV and hold.

ATIS

BURLINGTON APP CON *

123.8 269.9

BURLINGTON TOWER *

121.1 278.8

118.3 (CTAF) 257.8

GND CON

126.3 348.6

CLNC DEL

119.15

UNICOM

122.95

BURLINGTON, VERMONT

AL-70 (FAA)

21168

RNAV (GPS) Z RWY 33
BURLINGTON INTL (BTV)

ELEV 335 D TDZE 335

MAP

RNP APCH.

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 33 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct STAEV and hold.

ATIS

BURLINGTON APP CON *

123.8 269.9

BURLINGTON TOWER *

121.1 278.8

118.3 (CTAF) 257.8

GND CON

126.3 348.6

CLNC DEL

119.15

UNICOM

122.95

BURLINGTON, VERMONT

AL-70 (FAA)

21168
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO

ANNUAL RATE OF CHANGE
0.1° E

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

R W Y  0 1-1 9
PCN 23 F/A/X/T
S-30, D-40, 2D-60

R W Y  1 5-3 3
PCN 39 F/A/X/T
S-100, D-175, 2D-355
NOTE: RADAR required.

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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1, 15, 19, 33: Climb on assigned heading for RADAR vectors to filed navaid, fix, or airway to 10000 or assigned lower altitude. Expect filed altitude 10 minutes after departure.
Rwy 1 helicopter visibility reduction below 1 SM. Baro-VNAV NA when using Presque Isle altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 21°C or above 54°C. Straight-in Rwy 1 NA at night. Circling Rwy 1, 11, 29 NA at night. When local altimeter setting not received, use Presque Isle altimeter setting and increase all DAs 49 feet and all MDAs 60 feet. Increase LNAV MDA Cat C & D visibility ½ SM, Circling Cat D visibility ⅔ SM.

**CIRCLING**

- **LPV DA:** 870-1 250 (300-1)
- **LNAV/VNAV DA:** 872-1 252 (300-1)
- **LNAV MDA:** 980-1 360 (400-1)
- **CIRCLING:** 1140-1 520 (600-1) 1140-⅓ 520 (600-1⅓) 1400-2½ 780 (800-2½)
Procedure NA for arrival on AUG VOR/DME airway radials 053 CW 069.

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct ZOGTU and hold.
CHATHAM, MASSACHUSETTS
AL-5247 (FAA)
RNAV (GPS)-B
CHATHAM MUNI (CQX)

ASOS
135.875
BOSTON APP CON
118.2
CLNC DEL
127.3
UNICOM
122.8 (CTAF)
122.95 ☻

ELEV 64

240° to RW24

Procedure NA for arrivals at ACK VOR/DME on V141 southbound.

MIRA Rwys 6-24 ☼
REIL Rwys 6 and 24

Category A B C D
CIRCLING 600-1 536 (600-1) 680-1¾ 680-2

Chatham, Massachusetts
Orig-B 18SEP14

41°41’N - 69°59’W
111

NE-1, 07 OCT 2021 to 02 DEC 2021

APP CRS
240°
Rwy Idg
N/A
TDZE
N/A
Apt Elev
64

RNAV (GPS)-B
CHATHAM MUNI
(CQX)

19339

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.

CHATHAM, MASSACHUSETTS
AL-5247 (FAA)
RNAV (GPS)-B
CHATHAM MUNI (CQX)

MISSED APPROACH: Climbing left
turn to 3000 direct CEPUL and hold.

ASOS
135.875
BOSTON APP CON
118.2
CLNC DEL
127.3
UNICOM
122.8 (CTAF)
122.95 ☻

ELEV 64

240° to RW24

Procedure NA for arrivals at ACK VOR/DME on
V141 southbound.

MIRA Rwys 6-24 ☼
REIL Rwys 6 and 24

Category A B C D
CIRCLING 600-1 536 (600-1) 680-1¾ 680-2

Chatham, Massachusetts
Orig-B 18SEP14

41°41’N - 69°59’W
111

NE-1, 07 OCT 2021 to 02 DEC 2021

APP CRS
240°
Rwy Idg
N/A
TDZE
N/A
Apt Elev
64

RNAV (GPS)-B
CHATHAM MUNI
(CQX)

19339

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.

CHATHAM, MASSACHUSETTS
AL-5247 (FAA)
RNAV (GPS)-B
CHATHAM MUNI (CQX)

MISSED APPROACH: Climbing left
turn to 3000 direct CEPUL and hold.

ASOS
135.875
BOSTON APP CON
118.2
CLNC DEL
127.3
UNICOM
122.8 (CTAF)
122.95 ☻

ELEV 64

240° to RW24

Procedure NA for arrivals at ACK VOR/DME on
V141 southbound.

MIRA Rwys 6-24 ☼
REIL Rwys 6 and 24

Category A B C D
CIRCLING 600-1 536 (600-1) 680-1¾ 680-2

Chatham, Massachusetts
Orig-B 18SEP14

41°41’N - 69°59’W
111

NE-1, 07 OCT 2021 to 02 DEC 2021

APP CRS
240°
Rwy Idg
N/A
TDZE
N/A
Apt Elev
64

RNAV (GPS)-B
CHATHAM MUNI
(CQX)

19339

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.

CHATHAM, MASSACHUSETTS
AL-5247 (FAA)
RNAV (GPS)-B
CHATHAM MUNI (CQX)

MISSED APPROACH: Climbing left
turn to 3000 direct CEPUL and hold.
When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 40 feet. When VASI inop, procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSING APPROACH: Climb to 800 then climbing left turn to 2000 heading 220° and 294° bearing from CQX NDB to WHIPS INT and hold.

- **ASOS**: 135.875
- **BOSTON APP CON**: 118.2
- **CLNC DEL**: 127.3
- **UNICOM**: 122.8 (CTAF)

**FAF to MAP**: 4.1 NM

**Knots**: 60 90 120 150 180

**Min:Sec**: 4:06 2:44 2:03 1:38 1:22

**CIRCLING**: 600-1½ 536 (600-1½)

**HDG**: 200 220°

**NANTUCKET**: 116.2 ACK Channel 109

**SEASHORE NATIONAL SEASHORE**

**ELEV**: 64

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**CHATHAM, MASSACHUSETTS**

**Amdt 1B 18SEP14**

**41°41′N - 69°59′W**

**CHATHAM MUNI (CQX)**

**NDB-A**
RNAV (GPS) RWY 17
CHESTER (SNC)

AWOS-3
118.325

NEW YORK APP CON
124.075 343.65

UNICOM
122.725 (CTAF)

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.

Procedure NA for arrivals at HFD VOR/DME on V58-167 eastbound.

Procedure NA for arrivals at FLIBB on V16-374 southwest bound.

NE-1, 07 OCT 2021 to 02 DEC 2021

CATEGORY
A
B
C
D

LNAV MDA
960-1 544 (600-1)
NA

CIRCLING
960-1 544 (600-1)
1020-1 604 (700-1)
NA

REIL Rwys 17 and 35
MIRL Rwy 17-35
**RNAV (GPS) RWY 35**

**CHESTER (SNC)**

**Category B**

**APP CRS**
- Rwy Idg: 2722
- TDZE: 416
- Apt Elev: 416

**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.**

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>NEW YORK APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>118.325</td>
<td>124.075 343.65</td>
<td>122.725  (CTAF)</td>
</tr>
</tbody>
</table>

**MSP RW35 25 NM**

**3100**

**ELEV 416  TDZE 416**

**RW35**

354° to RW35

**REIL Rwy 17 and 35**

**MIRL Rwy 17-35**

**2100**

**AKUE**

**FLIBB**

4 NM

**3.04°**

**TCH 40**

**RW35**

354°

**35°**

**2000**

**FLIBB**

4 NM Holding Pattern

**CIRCLING**
- V16-374 Northeast bound.
- NoPT for arrival at FLIBB on V16-374 Northeast bound.

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 820-1
- 404 (500-1)
- NA

**CIRCLING**
- 920-1
- 504 (600-1)
- 1020-1
- 604 (700-1)
- NA

**AWOS-3**

**NEW YORK APP CON**

**UNICOM**

122.725  (CTAF)

124.075 343.65

41° 23’N - 72° 30’W
When local altimeter setting not received, use Hartness State altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11, 29 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 5400 direct UPESY and on track 239° to JAMMA and hold, continue climb-in-hold to 5400.
**CLAREMONT, NEW HAMPSHIRE**

**NDB-A**

**CLAREMONT MUNI (CNH)**

**Amdt 1C 25FEB21**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>2040-1¾</td>
<td>1496 (1500-1¾)</td>
<td>2040-1½</td>
<td>1496 (1500-1½)</td>
</tr>
</tbody>
</table>

**CIRCLING EVBAC DME MINIMUMS**

| 1.520-1¾ | 976 (1000-1¾) | 1600-1½ | 1056 (1100-1½) | NA |

**ELEV 544**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**116**
Circling Rwy 12, 17, 30 NA at night.

ADF required. ADF required.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2800 direct EPSOM LOM and hold, continue climb-in-hold to 2800.

CONCORD MUNI (CON)
**RNAV (GPS) RWY 12**

**CONCORD MUNI (CON)**

**APP CRS**
- RWY Idg: 3200
- TDZE: 342
- APT Elev: 342

**RNP APCH**
- Rw 12 helicopter visibility reduction below 1 SM NA.
- Straight-in Rw 12 NA at night, Circling Rw 12, 17, 30 NA at night.

**ASOS**
- 132.325

**BOSTON APP CON**
- 127.35 269.075

**CLNC DEL**
- 133.65

**UNICOM**
- 122.7 (CTAF)

**HOLD**
- 6000 to VACBU
- 4200 to VACBU
- 301° (8.9)

**URTEJ**
- 2.4 NM to RW12

**RWAY 12**
- 2.4 NM to RW12

**WOTAM**
- 2.4 NM to RW12

**CONCORD**
- Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.

**MISSED APPROACH:**
- Climbing left turn to 4200 direct VACBU and hold, continue climb-in-hold to 4200.

**CONCORD, NEW HAMPSHIRE**

**AMDT 1 17JUN21**

**CONCORD MUNI (CON)**

**ELEV 342**

**TDZE 342**

**Category**
- A
- B
- C
- D

**LNAV MDA**
- 1040-1 698 (700-1)
- 1040-2 698 (700-2)

**CIRCLING**
- 1040-1 698 (700-1)
- 1080-1 738 (800-1)
- 1500-3 1158 (1200-3)

**MIRL Rwy 12:30**

**HIRL Rwy 17:35**

**43°12'N-71°30'W**

**Amdt 1 17JUN21**

**Amdt 1 17JUN21**

**Amdt 1 17JUN21**

**Amdt 1 17JUN21**
RNAV (GPS) RWY 17
CONCORD MUNI (CON)

Category B

Missed Approach: Climbing right turn to 4400 direct INKOW and hold, continue climb-in-hold to 4400.

ASOS
132.325

BOSTON APP CON
127.35 269.075

CINLC DEL
133.65

UNICOM
122.7 (CTAF)

Procedure NA for arrivals on CON VOR/DME airway radials 037 CW 088.

Procedure NA for arrivals at YECKA on V322 northbound.

RNAV MDA

3.00° TCH 50

MIRL Rwy 12:30

HIRL Rwy 17-35

CONCORD, NEW HAMPSHIRE

43°12'N-71°30'W

119
RNAV (GPS) RWY 35
CONCORD MUNI (CON)

CONCORD, NEW HAMPSHIRE

AMDR 1 17JUN21

 CATEGORY A  B  C  D
 LPV DA  586-1/2  250 (300-1/2)
 LNAV/ VNAV DA  967-1/8  631 (700-1/3)
 LNAV MDA  940-1/2  604 (600-1/3)  940-1/8  604 (600-1/3)
 CIRCLING  940-1  598 (600-1)  1080-1  738 (800-1)  1500-3  1158 (1200-3)
Circling Rwy 12, 17, 30 NA at night.

**MISSED APPROACH:** Climbing right turn to 4000 direct CON VOR/DME and hold, continue climb-in-hold to 4000.

---

**ASOS**
132.325

**BOSTON APP CON**
127.35 269.075

**CLNC DEL**
133.65

**UNICOM**
122.7 (CTAF)

---

**CATEGORY**

<table>
<thead>
<tr>
<th>Knots</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>60</td>
<td>940-1</td>
<td>1080-1</td>
<td>1500-3</td>
<td>1158 (1200-3)</td>
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<tr>
<td>90</td>
<td>598 (600-1)</td>
<td>738 (800-1)</td>
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<td>120</td>
<td>3:06</td>
<td>1:14</td>
<td>1:02</td>
<td></td>
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<tr>
<td>150</td>
<td>2:04</td>
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<td>180</td>
<td>3:06</td>
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</table>

---

**ELEV 342**

**REMINDERS**

The graph, diagrams, and tables on the page illustrate various air navigation instructions, including radials, minSec, and knot values for flight operations. The page is part of an FAA document, indicating adherence to federal aviation standards and regulations.
**RNAV (GPS) RWY 8**

**DANBURY MUNI** (DXR)

**ATIS** 127.75  |  **NEW YORK APP CON** 126.4  |  **DANBURY TOWER** 119.4 (CTAF)  |  **GND CON** 121.6  |  **CLNC DEL** 128.6 (When tower closed)  |  **UNICOM** 122.95

- **Circling to Rwy 17, 26 and 35 NA at night.  Circling NA S of Rwy 8-26.**
- **Rwy 8 helicopter visibility reduction below 1 SM NA.**

**Visual Segment - Obstacles.**

- **3000**
  - **LOVES**
  - **EGERS**
  - **UHNUF**

**Category**

<table>
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<th>A</th>
<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>1180-1</td>
<td>723 (800-1)</td>
<td>1180-2</td>
<td>723 (800-2)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1240-1</td>
<td>1240-1½</td>
<td>1240-2½</td>
<td>783 (800-2½)</td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1240-1</td>
<td>1280-1½</td>
<td>1300-2½</td>
<td>1540-3</td>
</tr>
<tr>
<td></td>
<td>783 (800-1)</td>
<td>823 (900-1½)</td>
<td>843 (900-2½)</td>
<td>1083 (1100-3)</td>
</tr>
</tbody>
</table>

**Rwy 8**

- **Category A**
  - **LP MDA** 1180-1
  - **LNAV MDA** 1240-1
  - **CIRCLING** 1240-1

**RNAV (GPS) RWY 8**

**DANBURY, CONNECTICUT**

**Orig-A 03DEC20**

**41°22’N-73°29’W**

**123**
DANBURY, CONNECTICUT

LOC DWY 8
DANBURY MUNI (DXR)

APP CRS
Rwy Idg
TDZE
Apt Elev

087°
4054
457
457

DME required.

LOC/DMX I-DXR 111.55

Rwy 8 helicopter visibility reduction below 1 SM NA. Circling NA S of Rwy 8-26. Circling Rwy 17, 26, and 35 NA at night.

LOVES
IGN
16.9

LOCALIZER 111.55
I-DXR

I-DXR
5.1

IGN
21.9

ISOZO

Rwy 8-26. Circling Rwy 17, 26, and 35 NA at night.

IGN 0.5

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on IGN VOR/DME R-129 to LOVES/IGN 16.9 DME and hold.

ATIS
127.75

NE NEW YORK APP CON
126.4

DANBURY TOWER (CTAF)
119.4

DANBURY TOWER
121.6

CLNC DEL
128.6

(When tower closed)

UNICOM
122.95

1745

KINGSTON
117.6 IGN
Chan 123

Procedure NA for arrival on IGN VOR/DME airway radials 107 CW 203.

IGN 16.9

IGN

ISOZO

IGN

ISOZO

IGN

REIL Rwy 8-26

MIRL Rwy 8-26

CIRCLING

457

ELEV

L

1058

919

831

749

R

1216

R-129

129°

LOVES

1I-DXR 3

AMORE INT

WOMAL 968 I-DXR

4900 2300 HOLD I-DXR 3

(GCFHP)

(CFCHP)

3.00° TCH 40

5.1

3000

IGN

R-129

1200

1DXY 1

21.9

117.6

Chan 123

125

1200

3.00°

TCH 40

203°

087°

2300

4900

2000

1320

087°

4.7 NM

from FAF

NE-1, 07 OCT 2021 to 02 DEC 2021

One Minute Holding Pattern

4900

2300

267°

087°

2000

1320

2.1 NM

2.5 NM

0.1

CATEGORY
S-8
CIRCLING

A

B

C

D

1100-1

1280-1½

1140-1

683 (700-1)

643 (700-1½)

1100-1½

1300-2½

823 (900-1½)

843 (900-2½)

643 (700-1¼)

1083 (1100-3)

1100-1¾

1540-3

203°

1097

3000

1010

125
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
When local altimeter setting not received, use Willimantic altimeter setting. Procedure NA at night.
Helicopter visibility reduction below 1 SM NA.

**MISSING APPROACH:** Climbing right turn to 2600 direct PUT VOR/DME and hold.

**AWOS-3**
- Providence App Con

**VOR-A**
- **Putnam IAF**
- **Hurex Put 8.5**
- **Putnam IAF**

**PROVIDENCE APP CON**
- **Unicom**

**UNICOM**
- **Unicom**

**AWOS-3**
- **119.125**
- **123.675 244.875**
- **123.0 (CTAF)**

*Note: The page contains a diagram with specific navigational details, including VOR/DME, APP CRS, and minimums for put points and circling. The text is a subset of this larger diagram and provides essential flight path information.*
RNAV (GPS)-A

DEBLOIS FLIGHT STRIP (43B)

Aircrafts circle holding pattern at 1600 or hold 6000 feet. 问题：What is the category for CIRCLING? The category for CIRCLING is D.
TAKEOFF MINIMUMS:
Rwy 15, 33: Standard

TAKEOFF OBSTACLE NOTES:
Rwy 15: Road 76' from DER, 81' left of centerline, 15' AGL/228' MSL. Road and Trees 81' from DER, 257' left of centerline, 100' AGL/297' MSL. Trees beginning 143' from DER, 19' right of centerline, up to 100' AGL/301' MSL. Trees beginning 234'; from DER, 42' left of centerline, up to 100' AGL/301' MSL. Trees beginning 879' from DER, 80' right of centerline, up to 100' AGL/304' MSL. Trees beginning 1339' from DER, 11' left of centerline, up to 100' AGL/304' MSL. Trees beginning 1462' from DER, 19' right of centerline, up to 100' AGL/307' MSL.

Rwy 33: Tree 16' from DER, 504' right of centerline, 100' AGL/304' MSL. Trees beginning 45' from DER, 16' left of centerline, up to 100' AGL/307' MSL. Trees beginning 169' from DER, 44' right of centerline, up to 100' AGL/307' MSL. Tree beginning 752' from DER, 14' right of centerline, up to 100' AGL/310' MSL. Trees beginning 1241' from DER, 15' left of centerline, up to 100' AGL/317' MSL. Trees beginning 2071' from DER, 1026' right of centerline, 100' AGL/314' MSL. Trees beginning 2100' from DER, 16' right of centerline, up to 100' AGL/317' MSL. Trees beginning 3663' from DER, 136' left of centerline, 100' AGL/320' MSL. Trees beginning 3696' from DER, 77' right of centerline, up to 100' AGL/320' MSL.

NOTE: Chart not to scale.
RNAV (GPS) RWY 16
DEXTER RGNL (1B9)

**WAAS**
- **Ch**: 86923
- **APR CRS**: 157°
- **RWY Idg**: 3008
- **TDZE**: 526
- **Apt Elev**: 533

**ELEV**
- 533
- 526

**UNICOM**
- 122.8 (CTAF)

**BANGOR APP CON**
- 118.925
- 239.3

**UNICOM**
- 122.8 (CTAF)

**DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Use Bangor altimeter setting, when not received use Auguste altimeter setting and increase all MDA 40 feet. Circling NA to Rwys 7 and 25.**

**MISSING APPROACH:** Climb to 3000 direct ATVUW and hold.

**Procedure NA for arrival at WRAPT on V300 westbound.**

**Procedure NA for arrivals on AUG VOR/DME airway radials 053 CW 069.**

**ANUDE**
- **LP MDA**: 1260-1
- **LNAV MDA**: 1300-1
- **CIRCLING**: 1300-1

**MISSING APCH FIX**
- ATVUW
- 4 NM

**MISSED APCH FIX**
- ATVUW
- 4 NM

**SEPTEMBER**
- NE-1, 07 OCT 2021 to 02 DEC 2021

**MIRL Rwy 16-34**
- 573

**45°00'N - 69°14'W**

**DEXTER, MAINE**
- Orig-C 17JUN21
** Bullet Points:**

- Procedure NA at night. DME/DME RNP-0.3 NA. Use Bangor altimeter setting, when not received, use Augusta altimeter setting and increase all MDA 40 feet.
- Rwy 16, 34 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 7 and 25.
- MISSED APPROACH: Climbing left turn to 3000 direct ATVUW and hold.

### BANGOR APP CON

<table>
<thead>
<tr>
<th>UNICOM</th>
<th>122.8 (CTAF)</th>
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<tr>
<td>Wx Coord</td>
<td>UNICOM (CTAF)</td>
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### RNAV (GPS) RWY 34

<table>
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<th>ELEV</th>
<th>TDZE</th>
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<tbody>
<tr>
<td>533</td>
<td>526</td>
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### MSA RW34 25 NM

- **TDZE** 526
- **ELEV** 533

### RNAV (GPS) RWY 34

<table>
<thead>
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<tbody>
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<td>LP MDA</td>
<td>980-1</td>
<td>454 (500-1)</td>
<td>NA</td>
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<td>LNAV MDA</td>
<td>1140-1</td>
<td>614 (700-1)</td>
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<td>CIRCLING</td>
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<tr>
<th>LAP</th>
<th>573</th>
<th>4.5 NM</th>
<th>6 NM</th>
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<tbody>
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<td>337° to RW34</td>
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</table>

### RNAV (GPS) RWY 34

- Procedure NA for arrivals on RAZZR on V-93 southwest bound.

### RNAV (GPS) RWY 34

- Procedure NA for arrivals at WUGES on V-3 westbound.

### RNAV (GPS) RWY 34

- Procedure NA for arrivals at RAZZR on V-93 southwest bound.
For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -15°C or above 47°C. Rwy 15 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting: increase LPV DA to 462 feet and all visibilities ⅔ SM; increase LNAV/VNAV DA to 565 feet and all visibilities ⅔ SM; increase all MDA 160 feet and LNAV visibility Cat C and D ⅔ SM and Circling visibility Cat C and D ⅓ SM. Baro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

**MISSED APPROACH:** Climb to 500 then climbing right turn to 4000 direct PIERR and hold, continue climb-in-hold to 4000.

**Procedure NA for arrivals at MOWND on V318 southeast bound.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 47°C. Rwy 33 helicopter visibility reduction below ⅓ SM NA. When local altimeter setting not received, use Hancock County-Bar Harbor altimeter setting: increase LPV DA to 531 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 552 feet and all visibilities ½ SM; increase all MDA 160 feet and visibility Cat C and D ½ SM. VDP and Baro-VNAV NA when using Hancock County-Bar Harbor altimeter setting. Circling Rwy 15 NA at night.

MISSED APPROACH: Climb to 4000 direct PIERR and hold, continue climb-in-hold to 4000.
**FALMOUTH, MASSACHUSETTS**

**LOC/DME I-FMH**
- 109.55
- Chan 32 (Y)

**APP CRS** 234°

**Rwy Idg** 8000
**TDZE** 126
**Apt Elev** 130

**DME required.**

*Circle NA northeast of Rwy 14 and northwest of Rwy 23. For inop ALS, increase S-LOC 23 C/D visibility to RVR 5500. RVR 1800 authorized with use of FD or AP or HUD to DA.*

**ATIS**
- 120.475
- 236.825

**BOSTON APP CON**
- 118.2
- 284.6

**COAST GUARD TOWER**
- 128.425
- 291.1

**GND CON**
- 124.15
- 275.8

**MALSR**
- 054°
- REDSX INT
- I-FMH [21.2]
- LFV [10.5]

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.

**MALSR**
- 054°
- REDSX INT
- I-FMH [21.2]
- LFV [10.5]

**MARCONI**
- 114.7 LFV
- Chan 94

**GLESO**
- 054°
- 23A
- 7 NM

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**ATIS**
- 120.475
- 118.2
- 284.6
- 128.425
- 291.1
- 124.15
- 275.8

**FALMOUTH, MASSACHUSETTS**

**AMDT 2 25APR19**

**ILS Z or LOC Z RWY 23**

**CAPE COD COAST GUARD AIR STATION (FMH)**

**ATIS**
- 120.475
- 236.825

**BOSTON APP CON**
- 118.2
- 284.6

**COAST GUARD TOWER**
- 128.425
- 291.1

**GND CON**
- 124.15
- 275.8

**MALSR**
- 054°
- REDSX INT
- I-FMH [21.2]
- LFV [10.5]

**MISSING APPROACH:** Climb to 1400 then climbing left turn heading 050° and MVY VOR/DME R-036 to 3000 direct JAYHA and hold.

**MALSR**
- 054°
- REDSX INT
- I-FMH [21.2]
- LFV [10.5]

**MARCONI**
- 114.7 LFV
- Chan 94

**GLESO**
- 054°
- 23A
- 7 NM

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**ATIS**
- 120.475
- 118.2
- 284.6
- 128.425
- 291.1
- 124.15
- 275.8

**FALMOUTH, MASSACHUSETTS**

**AMDT 2 25APR19**

**ILS Z or LOC Z RWY 23**

**CAPE COD COAST GUARD AIR STATION (FMH)**
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.

Procedure NA for arrivals on MVY VOR/DME airway radial 313.

Procedure NA for arrivals at NEWBE on V34-58 and T216 westbound.
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 ½ SM NA.

**MISSING APPROACH:** Climb to 600 then climbing left turn to 3000 direct KUCAR and hold.

**ATIS**  
120.475 236.825
**BOSTON APP CON**  
118.2 284.6
**COAST GUARD TOWER**  
128.425 291.1
**GND CON**  
124.15 275.8

Procedure NA for arrivals at INNDY on V151 westbound and V139-268 southwest bound.
Procedure NA for arrivals on LFV VOR/DME airway radial 228.

Procedure NA for arrival on ACK VOR/DME airway radial 300 CW 349.

Procedure NA for arrivals at DUNKK on V141 northwest bound.

Procedure NA for arrival on MALSR NE-1, 07 OCT 2021 to 02 DEC 2021.
RNAV (GPS) RWY 14
FITCHBURG MUNI (FIT)

Rwy 14 helicopter visibility reduction below ¾ SM NA. Circling NA southwest of Rwy 14-32 at night.

MISSED APPROACH: Climbing left turn to 3500 direct DALIA and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>BOSTON APP CON</th>
<th>UNICOM</th>
<th>123.0</th>
</tr>
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<tbody>
<tr>
<td>135.175</td>
<td>124.4 279.6</td>
<td>122.7  [CTAF]</td>
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</table>

Procedure NA for arrival on GDM VOR/DME airway radials 339 CW 042.
Rwy 32 helicopter visibility reduction below 1 SM NA. Procedure NA when R-4102 A&B are active. Circling NA southwest of Rwy 14-32 at night.

**MISSING APPROACH:** Climb to 3500 direct TAYUN and on track 041° to DALIA and hold.

<table>
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<tr>
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<th>B</th>
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<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1</td>
<td>643 (700-1)</td>
<td>980-1/8</td>
<td>643 (700-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>695 (700-1)</td>
<td>1380-1/2</td>
<td>1035 (1100-1)</td>
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**APP CRS** 325°

**Rwy Idg** 4701

**Tcke** 337

**Apt Elev** 345

**AIRPORT** FITCHBURG, MASSACHUSETTS

**RNP APCH.**

**ASOS** 135.175

**BOSTON APP CON** 124.4 279.6

**UNICOM** 122.7 (CTAF)

**123.0 (**)
Rwy 14 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
**FRENCHVILLE, MAINE**

*AL-6195 (FAA)*

<table>
<thead>
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<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
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<td>LPV DA</td>
<td>1187-1</td>
<td>200 (200-1)</td>
<td>413 (500-1)</td>
<td>1400-1 1/8</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1400-1</td>
<td>413 (500-1)</td>
<td>1840-1 1/8</td>
<td>413 (500-1 1/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1580-1</td>
<td>1840-2 1/2</td>
<td>1840-2 3/4</td>
</tr>
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</table>

**RNAV (GPS) RWY 32**

**NORTHERN AROOSTOOK RGNL (FVE)**

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

**ASOS**

135.725

**BOSTON CENTER**

124.75 239.05

**UNICOM**

122.7 (CTAF)

---

FRENCHVILLE, MAINE

Amdt 2 20JUN19

47°17'N-68°19'W

**RNAV (GPS) RWY 32**

**NORTHERN AROOSTOOK RGNL (FVE)**

<table>
<thead>
<tr>
<th>REIL Rwys 14 and 32</th>
<th>MIRL Rw 14-32</th>
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</thead>
<tbody>
<tr>
<td>A</td>
<td>A</td>
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</tbody>
</table>

**ELEV 987**

**TDZE 987**

**MAP**

**REGIONAL (FAA)**

**AIRPORTS**

**TOWARDS**

**U.S.**

**CANADA**

**U.S.**

**CANADA**

**U.S.**

**CANADA**

**U.S.**

**CANADA**

**U.S.**

**CANADA**

**U.S.**

**TDZE 987**

**ELEV 987**

---

**ASOS**

135.725

**BOSTON CENTER**

124.75 239.05

**UNICOM**

122.7 (CTAF)
RNAV (GPS) RWY 32
EASTERN SLOPES RGNL (IZG)

When local altimeter setting not received, use Auburn/Lewiston altimeter setting and increase all DA to 1005 feet and increase LPV all Cats visibility ¼ SM; increase all MDA 100 feet, and increase LNAV Cat B visibility ¼ SM and Cat C visibility ½ SM, and increase Circling Cat B visibility ¼ SM. RWy 32 helicopter visibility reduction below ½ SM NA. VDP NA when using Auburn/Lewiston altimeter setting. Circling to RWy 14 NA at night.

MISSED APPROACH: Climb to 1040 then climbing right turn to 3600 direct USNEC and on track 131° to WESOV and on track 194° to SERPA and hold.

ASOS 135.775
PORTLAND APP CON * 119.75 269.35
UNICOM 122.8 (CTAF)

NoPT for arrival at SERPA on V3-39.

REIL Rwy 32
MIRL Rwy 14-32

FRYEBURG, MAINE
Amdt 1B 30JAN20

43°59'N - 70°57'W

EASTERN SLOPES RGNL (IZG)
RNAV (GPS) RWY 32
Helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA. Procedure NA at night. Use Worcester altimeter setting, when not received use Orange Muni altimeter setting and increase all MDA 40 feet.

**RNAV (GPS)-B**

**GARDNER MUNI (GDM)**

**BOSTON CENTER**

**123.75 338.2**

**UNICOM**

**122.8 (CTAF)**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1800-1</td>
<td>1800-1¼</td>
<td>1840-2¼</td>
<td>1860-3</td>
</tr>
<tr>
<td></td>
<td>846 (900-1)</td>
<td>846 (900-1¼)</td>
<td>886 (900-2¼)</td>
<td>906 (1000-3)</td>
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</tbody>
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**MISSED APPROACH:** Climbing right turn to 4800 direct VISLY and hold, continue climb-in-hold to 4800.

**Orig-B 02MAR17**

**42° 33'N-72° 01'W**
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 NA.

**MISSED APPROACH:** Climbing left turn to 3000 direct GDM VOR/DME and hold, continue climb-in-hold to 3000.
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.

Procedure NA for arrivals at WIGAN on V123-157 southbound, and arrivals at BOWAN on V487 southwest bound.

PROCEDURE NA FOR ARRIVALS AT WIGAN ON V123-157 SOUTHBOUND, AND ARRIVALS AT BOWAN ON V487 SOUTHWEST BOUND.

MISSED APPROACH:
Climbing left turn to 4000 direct PIHIV and hold.

MISSED APPROACH:
Climbing left turn to 4000 direct PIHIV and hold.
Obtain local altimeter setting on CTAF; when not received, use Pittsfield altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA.

**UNICOM**

<table>
<thead>
<tr>
<th>ALBANY APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.825</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**RNAV (GPS)-B**

**AL-5418 (FAA)**

**WALTER J KOLADZA (GBR)**

**PITTSFIELD ALTIMETER SETTING MINIMUMS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1500-1</td>
<td>1500-1 ¼</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>761 (800-1)</td>
<td>761 (800-1 ¼)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GREAT BARRINGTON, MASSACHUSETTS**

**Orig 15NOV12**

**GREAT BARRINGTON, MASSACHUSETTS**

**42°11'N-73°24'W**

**151**
**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.

**Missed approach requires minimum climb of 215 feet per NM to 4200.**

**PROCEDURE NA for arrival on BGR VORTAC airway radials 251 CW 038.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td><strong>1667-1</strong></td>
<td>275 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LPV DA</td>
<td>2205-3</td>
<td>813 (900-3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2310-4</td>
<td>918 (1000-4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2500-1 1/4</td>
<td>2500-1 1/2</td>
<td>2500-3</td>
<td>1108 (1100-3)</td>
</tr>
<tr>
<td>LNAV DA</td>
<td>1108 (1100-1 1/4)</td>
<td>1108 (1100-1 1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1098 (1100-1 1/4)</td>
<td>1098 (1100-1 1/2)</td>
<td>1098 (1100-3)</td>
<td>1258 (1300-3)</td>
</tr>
</tbody>
</table>
RNAV (GPS)-B
MOOSEHEAD AERO MARINE (52B)

**APP CRS**
- Category: N/A
- Rwy Idg: N/A
- TDZE: N/A
- Apt Elev: 1028

**NA**
- DME/DME RNP-0.3 NA. Procedure NA at night.
- Use Greenville Muni altimeter setting; when not received, use Bangor altimeter setting and increase all MDA 240 feet.

**BOSTON CENTER**
- Frequency: 120.25
- CTAF: 122.9

**CTAF**
- Frequency: 122.9

**MISSED APPROACH:**
- Climbing left turn to 4300 direct BACAP and hold.

**LANDING CHART**
- See Moosehead Aero Marine Seaplane Base Landing Chart

**CATEGORY**
- A: 2140-1 1/4
- B: 2560-1 1/2
- C: 2560-3
- D: NA

**CIRCLING**
- 4300 to 4300 direct BACAP and hold.

**153**
### ILS or LOC RWY 5

**GROTON-NEW LONDON (GON)**

**LOC/DME I-GON**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 5</td>
<td>208/24</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 5</td>
<td>500/24</td>
<td>492 (500-1/2)</td>
<td>500/50</td>
<td>492 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>580-1</td>
<td>620-1</td>
<td>700-2</td>
<td>840-2 1/4</td>
</tr>
</tbody>
</table>

**Notes:**
- Circling Rwy 15 NA at night. For inop ALS, increase S-LOC Cat C/D visibility to 1/4.
- **RVR 1800** authorized with the use of FD or AP or HUD to DA.
- **MISS** APPROACH: Climbing right turn to 2000 on GON VOR/DME R-062 to BABET Int and hold, continue climb-in-hold to 2000.
- Procedure NA for arrivals on HTO VORTAC airway radials 052 CW 096.
- **Amdt 11E 12AUG21**

**ATIS**

<table>
<thead>
<tr>
<th>PROVIDENCE APP CON</th>
<th>GROTON TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.0</td>
<td>125.75</td>
<td>125.6</td>
<td>119.85</td>
</tr>
</tbody>
</table>

**GROTON (NEW LONDON), CONNECTICUT**

**GROTON-NEW LONDON (GON)**

**AL-5049 (FAA)**

**Channel 50**

**-pos**

**GROTON-NEW LONDON (GON)**

**Channel 37**

**GROTON-NEW LONDON (GON)**

**Channel 34**

**GROTON-NEW LONDON (GON)**

**Channel 30**

**GROTON-NEW LONDON (GON)**
Procedures NA for arrivals on MAD VOR/DME airway radials 078 CW 155.

Procedures NA for arrivals on HTO VORTAC airway radials 052 CW 079.

Procedures NA for arrivals at GON VOR/DME on V451 eastbound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 15 NA at night. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV CATs visibility C/D to 1/3.

Procedure: Climb to 068° to BABET and hold, continue climb-in-hold to 2000.
Circling Rwy 15 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on PVD VOR/DME via V167 eastbound and V404 southeast bound.
RNAV (GPS) RWY 33
GROTON-NEW LONDON (GON)

Rwy 33 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrival at GON VOR/DME via V374 westbound.

REIL Rwys 23 and 33
HIRL Rwys 5-23 and 15-33

GROTON NEW LONDON, CONNECTICUT

41°20' N - 72°03' W
**VOR RWY 23**

**GROTON NEW LONDON (GON)**

**ATIS** 127.0

**PROVIDENCE APP CON**

**GROTON TOWER**

**GND CON** 121.65

**CLNC DEL** 119.85

---

**NORWICH**

**PROVIDENCE**

**GROTON**

**LATSE**

**BABET**

**GON**

**GROTON TOWER**

**CLNC DEL**

**LATSE FIX MINIMUMS**

**GROTON (NEW LONDON), CONNECTICUT**

Amdt 10D 12AUG21

---

**MISSED APPROACH:** Climbing left turn to 2000 via GON R-207 to RINTS INT/GON 5.6 DME and hold.

**GROTON TOWER**

**GROTON NEW LONDON (GON)**

**GROTON TOWER**

**GROTON TOWER**

**GROTON TOWER**

---

**Ne-1, 07 Oct 2021 to 02 Dec 2021**
Circling NA at night. Rw2 2 helicopter visibility reduction below 1 SM NA. Straight-in Rw2 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

ATIS 126.45
YANKEE APP CON 127.8 269.325
BRAINARD TOWER* 119.6 (CTAF) 121.6
GND CON 248.2
CLNC DEL 121.6
UNICOM 122.95

Final approach course offset 22.0°.

Procedure NA for arrivals at SNIVL on V229 southwest bound and arrivals at THUMB on V58 and T216 southeast bound.

Procedure NA for arrival on MAD VOR/DME airway radials 317 CW 078. Procedure NA for arrivals at SNIVL on V229 southwest bound and arrivals at THUMB on V58 and T216 southeast bound.

**RNAV (GPS) RWY 2**
HARTFORD-BRAINARD (HFD)

**MISSED APPROACH:** Climbing right turn to 2500 direct RAMBO and hold.
Helicopter visibility reduction below 1 SM NA. Night landing: Ryw 11, 20, 29 NA. Night landing: Ryw 2 operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSING APPROACH: Climbing right turn to 2500 on heading 090° and PUT VOR/DME R-265 to RAMBO INT and hold.

Procedure NA for arrivals on MAD VOR/DME airway radials 031 CW 078.

Procedure NA for arrivals at WEGOT on V1 southwest bound.

ATIS 126.45  YANKEN APP CON 269.325  BRAINARD TOWER 119.6 (CTAF) 024.8  GND CON 121.6  CINC DEL 121.6  UNICOM 122.95

109.7  APP CRS 002°  Rwys 17  APT ELEV 18

LOCALIZER 109.7

HARTFORD, CONNECTICUT

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD, CONNECTICUT

AL-189 (FAA)

21252

NE-1, 07 OCT 2021 to 02 DEC 2021

HARTFORD-BRAINARD (HFD)

LDA RWY 2

HARTFORD, CONNECTICUT

Amdt 2C 09SEP21

41°44'N-72°39'W

163
HARTFORD, CONNECTICUT

VOR/DEME HFD
114.9
Chan 96

- Category A
- CIRCLING 1200-1⅔
- MINIMUMS: 1182 (1200-1⅔)

ATIS
126.45

YANKER APP CON
127.8  269.325

BRAINARD TOWER
119.6 (CTAF)

HARTFORD-BRAINARD (HFD)

MISSING APPROACH: Climbing right turn to 2500 on heading 100° and PUT VOR/DME R-265 to RAMBO INT and hold.

Revised: 11/25/2015

- Category A
- CIRCLING 1200-1⅔
- MINIMUMS: 1182 (1200-1⅔)

HIKING Radar Approach Minimums (DME Required)

- Category B
- CIRCLING 1200-⅓
- MINIMUMS: 1182 (1200-⅓)

- Category C
- CIRCLING 900-⅓
- MINIMUMS: 882 (900-⅓)

- Category D
- CIRCLING 920-⅔
- MINIMUMS: 902 (1000-⅔)

NE-1, Oct 2021 to Dec 2021

- Category A
- CIRCLING 1200-1⅔
- MINIMUMS: 1182 (1200-1⅔)

- Category B
- CIRCLING 1200-⅓
- MINIMUMS: 1182 (1200-⅓)

- Category C
- CIRCLING 900-⅓
- MINIMUMS: 882 (900-⅓)

- Category D
- CIRCLING 920-⅔
- MINIMUMS: 902 (1000-⅔)
Enter upwind or base leg as directed by Brainard Tower.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS:
Rwys 11, 29: NA-Environmental.
Rwy 2: Standard.
Rwy 20: 200-1½% or standard with minimum climb of 220’ 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.
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: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 900, then as assigned for RADAR vectors to HFD VOR/DME, thence....
TAKEOFF RUNWAY 20: Climbing left turn heading 175° to 1300, then as assigned for RADAR vectors to HFD VOR/DME, thence....

....from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 3000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
RNAV (GPS) RWY 19

DEAN MEML (5B9)

DN 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.

LEB ASOS 118.65
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at MPV VOR/DME via V447 southwest bound.

MISSED APPROACH: Climbing right turn to 4000 direct JEMUV and hold.

Barre-Montpelier, VT altimeter setting and increase all MDAs 80 feet.
RNAV (GPS) RWY 1
FRANKLIN COUNTY STATE (FSO)

Circling to Rwy 19 NA at night. Baro-VNAV NA when using Plattsburgh altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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.

Procedure NA for arrivals on BTV VOR/DME airway radial 311 CW 014.

Procedure NA for arrivals at JUTEK on V487 southbound.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct JUTEK and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>512-1</td>
<td>284 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1024-2½</td>
<td>796 (800-2½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>920-1</td>
<td>692 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>920-1</td>
<td>692 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>119.025</th>
</tr>
</thead>
<tbody>
<tr>
<td>BURLINGTON APP CON*</td>
<td>121.1</td>
</tr>
<tr>
<td>(EAST)</td>
<td>278.8</td>
</tr>
<tr>
<td>(WEST)</td>
<td>360.8</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

ELEV 228  TDZE 228
RNAV (GPS) RWY 19
FRANKLIN COUNTY STATE (FSO)

**Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.**

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>BURLINGTON APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.025</td>
<td>(EAST) 278.8 (WEST) 360.8</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 700 then climbing right turn to 3000 direct JUTEK and hold.

**AWOS-3**

119.025

**BURLINGTON APP CON**

(EAST) 278.8

(WEST) 360.8

**UNICOM**

122.8 (CTAF)

**HIGHGATE, VERMONT**

Amdt 2 07OCT21

**44°56'N-73°06'W**
RNAV (GPS)-A
HOPEDALE INDUSTRIAL PARK (1B6)

**RNAV (GPS)-A**

**HOPEDALE INDUSTRIAL PARK (1B6)**

**UNICOM**
119.0

**CTAF**
122.8

**APP CRS**
182°

**Rwy Idg**
3172

**TDZE**
N/A

**Apt Elev**
269

**Category B**

**Procedure NA for arrivals at GRAYM on V14 southbound and on V1 westbound.**

**Use Pawtucket altimeter setting when not received, procedure NA.**

**Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.**

**V**

**NA**

**Visual Segment - Obstacles.**

**Holding Pattern**

**4 NM**

**YADPU**

**ZAMKI**

**HOPUL**

**GRIP**

**182° to RW18**

**LIRL Rwy 18-36**

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>880-1</td>
<td>980-1</td>
<td>1100-2½</td>
</tr>
<tr>
<td></td>
<td>611 (700-1)</td>
<td>711 (800-1)</td>
<td>831 (900-2½)</td>
</tr>
</tbody>
</table>

**ELEV 269**

**182° to RW18**

**1.6 NM to RW18**

**172**

**42°06'N - 71°31'W**

**NE-1, 07 OCT 2021 to 02 DEC 2021**
When local altimeter setting not received, use Presque Isle altimeter setting increasing all MDA 100 feet; increase LP Cat C, LNAV Cat B and Circling Cat B visibility ½ mile; increase LNAV Cat C visibility ¼ mile; increase Circling Cat C visibility ¼ mile.

Circling NA southeast of Rwy 5-23. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climb to 1800 then climbing right turn to 3000 direct CIYEP and hold.

**ASOS**

- 132.025

**BOSTON CENTER**

- 120.25
- 346.4

**UNICOM**

- 122.8 (CTAF)

---

**CATEGORY**

- **A**
  - **B**
  - **C**
  - **D**

**LP MDA**

- 960-1
- 477 (500-1)

**LNAV MDA**

- 1140-1
- 657 (700-1)

**CIRCLING**

- 1140-1
- 651 (700-1)

---

**HOULTON, MAINE**

Orig-D 12OCT17

173
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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>590 (600-1)</td>
<td>1080-1½</td>
<td>590 (600-1½)</td>
</tr>
</tbody>
</table>

HOUlTON, MAINE
Orig-A 23JUN16

46°07'N-67°48"W
ILS or LOC RWY 15
CAPE COD GATEWAY (HYA)

Procedure NA for arrivals at BOS VOR/DME on V141 northwesbound.
MISSED APPROACH: Climb to 700 then climbing left turn to 1700 on heading 045° and on ACK VOR/DME R-359 to BOGEY INT/I-HYA 5.1 DME and hold.

When local altimeter setting not received, use Chatham altimeter setting and increase S-LOC Cat C/D visibility to RVR 5500 and increase Circling Cat C/D visibility 1/4 mile.

Inop table does not apply to S-ILS 24 all Cats. For inop MALSF, increase S-LOC 24 Cat C/D visibility to RVR 6000, for inop MALSF when using Chatham altimeter setting, increase S-ILS 24 all Cats visibility to RVR 4500 and S-LOC 24 Cat C/D visibility to 1 1/2 mile.

ATIS 123.8
BOSTON APP CON* 118.2 284.6
HYANNIS TOWER* 119.5 (CTAF) 257.8
GND CON 118.45
CLNC DEL 125.15
UNICOM 122.95

NE-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 6
CAPE COD GATEWAY (HYA)

**ATIS** 123.8
**BOSTON APP CON** 118.2
**HYANNIS TOWER** 119.5
**GND CON** 118.45
**CLNC DEL** 125.15
**UNICOM** 122.95

**ELEV** 54 **TDZE** 45

**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)**
- **560-1**
- **506 (600-1) 580-1 860-2¼ 806 (900-2¼) 860-2½ 806 (900-2½)**

**CIRCLING**

**Procedure NA for arrivals at ACK VOR/DME via V46 and V34-58 eastbound.**

**MISSED APPROACH:** Climb to 1700 direct MECEJ and hold.

**Chatham altimeter setting:** Increase LPV DA to 348 feet; increase LNAV/VNAV DA to 475 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM.

**Baro-VNAV NA when local altimeter setting not received, use Chatham altimeter setting.**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**HYANNIS, MASSACHUSETTS**
Orig B 23APR20
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (59°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; increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000. Inoperative table does not apply to LPV all Cats, and LNAV Cat A and B.

MISSED APPROACH: Climb to 2000 direct FIXUG and hold.

Radar required for procedure entry at SOFOB.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (59°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; increase LPV DA to 350 feet; increase LNAV/VNAV DA to 473 feet; increase all MDAs 40 feet and visibility Cats C and D ½ SM. Baro-VNAV NA when using Chatham Muni altimeter setting. For inoperative MALSR, increase LNAV Cat C visibility to RVR 6000. Inoperative table does not apply to LPV all Cats, and LNAV Cat A and B.
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
123.8

BOSTON APP CON *
118.2  284.6

HYANNIS TOWER *
119.5 [CTAF] 257.8

GND CON
118.45

CLNC DEL
125.15

UNICOM
122.95

ATIS
123.8

BOSTON APP CON *
118.2  284.6

HYANNIS TOWER *
119.5 [CTAF] 257.8

GND CON
118.45

CLNC DEL
125.15

UNICOM
122.95

MISSED APCH FIX
MARCONI
LFV
Chan 94

ALTERNATE MISSED APCH FIX
BOGEY INT
LVF
Chan 92

CIRCLING

One Minute Holding Pattern

ASKEW INT
16
RADAR

MARTHA'S VINEYARD
114.5
Chan 92

118.2
284.6

WIRL Rwys 6-24 and 15-33

Askt 10 10NOV16

HYANNIS, MASSACHUSETTS

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

182
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 13
NEWTON FLD (59B)

MISSED APPROACH: Climbing right turn to 6000 direct JIMBU and hold, continue climb-in-hold to 6000.

Rwy 13 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Steven A Bean Muni altimeter setting and increase all MDA 200 feet and LP Cat B visibility 1/4 and Cat C visibility 1/2. Straight-in and Circling minimums Rwy 13 NA at night.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LP</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2080-1½</td>
<td>2260-1½</td>
<td>2260-1½</td>
</tr>
<tr>
<td>B</td>
<td>902 (1000-1½)</td>
<td>1082 (1100-1½)</td>
<td>1162 (1200-1½)</td>
</tr>
<tr>
<td>C</td>
<td>2080-2½</td>
<td>2260-3</td>
<td>2500-3</td>
</tr>
<tr>
<td>D</td>
<td>902 (1000-2½)</td>
<td>1082 (1100-3)</td>
<td>1322 (1400-3)</td>
</tr>
</tbody>
</table>

AWOS:3 122.9
BOSSON CENTER 120.25 346.4
CTAF 122.9
When local altimeter setting not received, use Keene altimeter setting and increase all MDA 120 feet and all Cats visibility ¼ mile. Procedure NA at night.
Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climb to 3400 direct QOSNU and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>BOSTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>135.875</td>
<td>123.75 338.2</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS)-B**

**JAFFREY/SILVER RANCH (AFN)**

**RNP APCH-GPS.**

NoPT for arrivals at GDM VOR/DME on airway radials 179 CW 263.

*2020 when using Keene altimeter setting.*

3000 203° 023° 3000

**Holding Pattern**

**GARDNER (IF/IAF)**

**BUDAC 1.7 NM to UCAKE**

**UCAKE**

**QOSNU**

**3400**

**Category** | **A** | **B** | **C** | **D**
---|---|---|---|---
**CIRCLING** | 1760-1 | 1820-1 | 720 (800-1) | 780 (800-1) | **NA**

**URL Rwy 16-34**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**42°48'N-72°00'W**
Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct SCROB and hold.
VOR-A

JAFFREY/SILVER RANCH (AFN)

DME required.

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. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA. Rwy 16 and 34 helicopter visibility reduction below 1 SM NA.

ASOS

135.875

BOSTON CENTER

123.75 338.2

UNICOM

122.8 (CTAF)

Category

A

B

C

D

1900-1 860 (900-1) NA

1780-1 740 (800-1) 1820-1 780 (800-1) NA

FAF to MAP 6.1 NM

CATEGORY

A

B

C

D

CIRCLING

1900-1 860 (900-1) NA

CIRCLING

1780-1 740 (800-1) 1820-1 780 (800-1) NA

isd required.

MISSED APPROACH: Climbing left turn to 3000 on GDM VOR/DME R-023 to SCROB/GDM 8.9 DME and hold.

NE-1, 07 OCT 2021 to 02 DEC 2021

42°48'N-72°00'W
Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to S-ILS 2 all Cats. S-LOC 2 Cats A/C/D and S-LOC 2 CIMVI fix minimums Cat A. For inop ALS increase CIMVI fix minimums: S-LOC 2 Cat B to 1 1/2 SM and Cat C/D to 2 1/2 SM.

**CIRCLING**

- **MAXIMUM SPEED:** 150 knots
- **CIRCLING SPEED:** 140 knots

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3100 on heading 190° and GDM VOR/DME R-323 to CAHOW INT/GDM VOR/DME 13 DME and hold.

**AWOS-3PT**

- **Station:** 119.025
- **Temperature:** 40°F
- **Wind:** 180° 20 knots
- **Visibility:** 4 NM
- **Cloud:** NC 1/2 A

**BOSTON CENTER**

- **Station:** 123.75
- **Temperature:** 54°F
- **Wind:** 180° 10 knots
- **Visibility:** 10 NM
- **Cloud:** NC 1/2 A

**UNICOM**

- **Frequency:** 123.0 (CTAF)

**찌드링 싴글**

- **리버리위런드 14와 32**
- **히럴 럭 2-20**
- **미릴 럭 14-32**

**임의 수치**

- **속도:** 60 90 120 150 180
- **분기:** 6:18 4:12 3:09 2:31 2:06

**케인, 신ハム피**

- **타이:** 07OCT21
RNAV (GPS) RWY 2
DILLANT-HOPKINS (EEN)

Circling Rwy 32 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA.
Inop table does not apply to LPV all Cats and LNAV Cat A. For inop ALS, increase
LNAV Cat B visibility to 1 1/4 SM.

AWOS-3PT 119.025
BOSTON CENTER 123.75 338.2
UNICOM 123.0 (CTAF)

4 NM Holding Pattern
VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 39).

Amdt 1 07OCT21

NE-1, 07 OCT 2021 to 02 DEC 2021

WAAS CH 65708 W02A
APP CRS TDZE 488
Rwy Idg 6201
Apt Elev 488

MALSR
REIL Rwys 14 and 32
MIRL Rwy 14-32
HIRL Rwy 2-20
HIRL Rwys 14 and 32

Category A
LNAV MDA 1340-1 852 (900-1) 1340-2 852 (900-2)

Category C
CIRCLING 1380-1 892 (900-1) 1480-1/2 992 (1000-1/2) 1760-3 1272 (1300-3)

RNP APCH - GPS.

KEENE, NEW HAMPSHIRE 21280
AL-868 (FAA)

42°54'N-72°16'W
Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF. CATS A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.

Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night. Rwy 8 helicopter visibility reduction below ½ SM NA. For inop ALS, increase YURUN fix minimums S-LOC 8 visibility Cats A/B to 1 SM and Cats C/D to 1½ SM.

**Missed approach requires minimum climb of 295 feet per NM to 1500.

Visibility Cats A/B to 1 SM and Cats C/D to 1½ SM. For inop ALS, increase YURUN fix minimums S-LOC 8 from FAF.
RNAV (GPS) RWY 8
LACONIA MUNI (LCI)

MALSR

For inop ALS, increase LPV all Cats visibility to 1/4 SM. If local altimeter setting not received, use Concord altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Concord altimeter setting. Circling NA south of Rwy 8-26. Circling Rwy 26 NA at night.

Apt Elev 545

AWOS-3PT 133.525
BOSTON APP CON 134.75 254.25
CLNC DEL 119.85

UNICOM 123.0 (CTAF)

MISSED APCH FIX

KOSHI

NE-1, 07 OCT 2021 to 02 DEC 2021

MISSED APPROACH: Climb to 3000 direct KOSHI and hold.

RNAV (GPS) RWY 8
LACONIA MUNI (LCI)
### RNAV (GPS) RWY 26

#### LACONIA MUNI (LCI)

**A** - 133.525  **B** - 149.500  **C** - 123.0  **D** - AWOS-3PT

#### RNP APCH - GPS

- **Rwy 26** helicopter visibility reduction below 1 SM NA. If local altimeter setting not received, use Concord altimeter setting and increase all MDAs 80 feet. Circling NA south of Rwy 8-26. Straight-in Rwy 26 NA at night, Circling Rwy 26 NA at night.

#### AWOS-3PT

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>BOSTON APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>264°</td>
<td>134.75</td>
<td>254.25</td>
<td>123.0</td>
</tr>
</tbody>
</table>

#### Procedure NA for arrivals at GRUMP on V496 northwest bound and V322 southwest bound.

#### Procedure NA for arrival at CON VOR/DME on V322 southwest bound and V93 westbound.

#### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td>1420-1½</td>
<td>887 (900-1¼)</td>
<td>1420-2¾</td>
<td>1420-3</td>
</tr>
<tr>
<td><strong>RNP APCH - GPS</strong></td>
<td>1420-1½</td>
<td>1600-1½</td>
<td>2160-3</td>
<td>2860-3</td>
</tr>
</tbody>
</table>

#### Holding Pattern

- **Yaw** 264° from 4400 to 3000.
- **Altitude** 2200 to 2900.
- **Roll** to 264° and hold.

#### RNAV (GPS) RWY 26

- **Orig-D 17JUN21**
- **NE-1, 07 OCT 2021 to 02 DEC 2021**

#### Notes

- **ELEV 545**
- **TDZE 533**
- **1481°**
- **084°**
- **5 NM holding pattern**

#### Visual Segment - Obstacles

- **3000 N N oPT (10.2)**
- **264°**
- **354°**
- **084°**

#### AL-785 (FAA)

- **887 (900-1¼)**
- **1055 (1100-1½)**
- **1615 (1700-3)**
- **2315 (2400-3)**

#### ALCONIA, NEW HAMPSHIRE

- **43°34'N-71°25'W**

---

**CRCV LACONIA, NEW HAMPSHIRE**

- **5286**
- **533**
- **545**

**HIREL Rwy 8-26**

- **5890 X 1000**
- **0.5% UP**

---

**43°34'N-71°25'W**
DME required. RNAV 1-GPS required.

**Circling Rwy 32 NA at night. DME from LWM DME.**
Simultaneous reception of I-LWM and LWM DME required.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WITCH and hold.

**Procedure NA for arrivals at BOS VOR/DME on V3 southbound.**

**Circling Rwy 32 NA at night. DME from LWM DME.**

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 5</td>
<td>344-3/4</td>
<td>200 (200-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 5</td>
<td>520-1</td>
<td>376 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>740-1</td>
<td>592 (600-1)</td>
<td>840-2</td>
<td>1220-3</td>
</tr>
<tr>
<td></td>
<td>692 (700-2)</td>
<td>1072 (1100-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**LAWRENCE MUNI (LWM)**

**LOC I-LWM**

<table>
<thead>
<tr>
<th>LOC</th>
<th>111.7</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP CRS</td>
<td>053°</td>
</tr>
<tr>
<td>Rwy Idg</td>
<td>5001</td>
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<tr>
<td>TDZE</td>
<td>144</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>148</td>
</tr>
</tbody>
</table>

**2000**

**WITCH**

**ELEV**

**148**

**TDZE**

**144**

**LOCALIZER 111.7**

**I-LWM**

**111.7**

**MIRL Rwy 5-23**

**HIRL Rwy 5-23**

**REIL Rwys 5, 23, and 32**

**053° 5.4 NM**

**0.6 NM**

**3.7 NM**

**1 NM**

**Category A**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min/Seg</td>
<td>5:24</td>
<td>3:36</td>
<td>2:42</td>
<td>2:10</td>
<td>1:48</td>
</tr>
</tbody>
</table>

**Amdt 6A 25FEB21**
RNAV (GPS) RWY 5

LAWRENCE MUNI (LWM)

Circling Rwy 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

Procedure NA for arrivals at SOSYO on V431 westbound.

Procedure NA for arrival on BOS VOR/DME airway radials 240 CW 030.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WITCH and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 23
LAWRENCE MUNI (LWM)

**ATIS** 126.75  
**BOSTON APP CON** 124.4  
**LAWRENCE TOWER*** 119.25 (CTAF) 
**GND CON** 124.3 
**CLNC DEL** 124.3 
**CLNC DEL** 126.15 
**UNICOM** 122.8

---

**MISSING APCH FIX**

**4 NM**  
**233°**  
**TEWKS**

**2000**

**TEWKS**

**VGSI and glidepath not coincident (VGSI Angle 3.70/TCH 55).**

---

**Circling Rwy 32 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C.**

---

**REIL** Rwy 5, 23 and 32
d
**HIRL** Rwy 5-23 and 32
**MIRL** Rwy 14-32

---

**LAWRENCE, MASSACHUSETTS**

**42°43′N-71°07′W**

---

**Amdt 2 25FEB21**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 053° to 1100, then as assigned by ATC, thence....

TAKEOFF RUNWAYS 14, 23, 32: Climb on heading as assigned by ATC, thence....

....expect RADAR vectors to assigned route/navaid/fix. Maintain 2000. Expect filed altitude/flight level 10 minutes after departure.

TAKEOFF MINIMUMS:

Rwy 5: 300-1½ or standard with minimum climb of 435’ per NM to 500.
Rwy 14: 300-1 or standard with minimum climb of 625’ per NM to 600.
Rwy 23: 300-1 or standard with minimum climb of 350’ 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.
ILS or LOC RWY 18
LEBANON MUNI (LEB)

Procedure NA for arrival on MPV VOR/DME airway radials 173 CW 237.

Autopilot coupled approach NA below 750.

-20°C

DME required.

**MISSED APPROACH:** Climb to 1600 then climbing right turn to 5000 direct MPV VOR/DME and hold.

**ATIS**

118.65

**BOSTON CENTER**

134.7

381.4

**LEBANON TOWER**

125.95 (CTAF) 235.775

**GND CON**

121.6

**UNICOM**

122.95

**LOCALIZER 111.9**

I-DVR 187°

Chan 56

Apt Elev 603

**MINIMUMS**

3.3 NM 1 NM 2.5 NM 2.5 NM 3.0 NM 2 NM 1 NM

**FREQUENCIES**

Hammm

111.9

Chan 56

MPV 187°

**MISSED APCH FIX**

Montpelier

110.8

Chan 45

**CATEGORY**

A  B  C  D

S-ILS 18 1108 365 400-1)

S-LOC 18 747 800-1) 1320-2 747 (800-2)

CIRCLING 1640-1 1720-1 1820-3 2020-3

GS 3.10°

TCH 42

-20°C

**ELEVATION**

603

**TDZE**

573

MISSED APPROACH: Climb to 1600 then climbing right turn to 5000 direct MPV VOR/DME and hold.

**201**
RNAV (GPS) RWY 25
LEBANON MUNI (LEB)

RNP APCH.

ATIS 118.65
BOSTON CENTER 134.7
LEBANON TOWER * 125.95 (CTAF) 235.775
GND CON 121.6
UNICOM 122.95

Procedure NA for arrivals at MPV VOR/DME via V151 northbound.

-20°C
Rwy 25 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZIECH and hold.

Rwy 25 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals on CON VOR/DME airway radials 330 CW 037.

VGS1 and descent angles not coincident (VGS1 Angle 4.00/TCH 51).

RNAV (GPS) RWY 25
LEBANON MUNI (LEB)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Use Millinocket Muni altimeter setting, when not received use Bangor altimeter setting and increase all MDA 20 feet. Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3100 direct LADNE and hold.

- **MLT ASOS**: 135.225
- **BOSTON CENTER**: 124.25, 290.5
- **UNICOM**: 122.8 (CTAF)

**ELEV**: 208  **TDZE**: 208

**LNAV MDA**: 980-1  **LNAV MDA**: 980-1¼

**AIRPORT**: Lincoln Rgnl (LRG)

**AIRPORT ICAO**: KLIN

**AIRPORT FIPS**: 19005

**AIRPORT ELEV**: 208

**AIRPORT CATEGORY**: C

**AIRPORT APCH**: RNAV (GPS) RWY 17

**AIRPORT INFORMATION**: 166° to RW17

**AIRPORT WATER**: W R W Y : 06 W - 24 W

**AIRPORT NE-1**: 07 OCT 2021 to 02 DEC 2021

**AIRPORT UNICOM**: L (CTAF) 122.8

**AIRPORT MLT ASOS**: 135.225

**AIRPORT BOSTON CENTER**: 124.25, 290.5
RNAV (GPS) RWY 2
CALEDONIA COUNTY (CDA)

AWOS-3 119.275
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF 0

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

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 ½ mile. Night landing: Rwy 20 NA.

AWOS-3 119.275
TDZE 1185
BOSTON CENTER 135.7 282.2
UNICOM 122.8 (CTAF 0

Procedure NA for arrivals at MPV VOR/DME on V447 southwest bound.

MISSED APPROACH: Climbing left turn to 4000 direct CEVEY and hold.

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 ½ mile. Night landing: Rwy 20 NA.

LNAV MDA 2000-1 815 (900-1) 2000-1 815 (900-1)
CIRCLING 2000-1 812 (900-1) 2000-1 812 (900-1)

RNAV (GPS) RWY 2

Category | A | B | C | D
---|---|---|---|---
LNAV MDA | 2000-1 815 (900-1) | 2000-1 815 (900-1) | NA | NA
CIRCLING | 2000-1 812 (900-1) | 2000-1 812 (900-1) | NA | NA
RNAV (GPS) RWY 36
MACHIAS VALLEY (MVM)

**AWOS-AV** 122.8

**BOSTON CENTER** 124.25 290.5

**UNICOM** 122.8 (CTAF)

V

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-AV** 122.8
- **BOSTON CENTER** 124.25 290.5
- **UNICOM** 122.8 (CTAF)

**Category A**

- LNAV MDA: 940-1
- 844 [900-1]

**Category B**

- LNAV MDA: 940-1 1/4
- 844 [900-1 1/4]

**Category C**

- LNAV MDA: NA

**Category D**

- LNAV MDA: NA

**MACHIAS, MAINE**

Orig: B 06MAR14

**44°42'N-67°29'W**
**ILS or LOC RWY 6**

**MANCHESTER BOSTON RGNL (MHT)**

**From TEETO:** RNAV 1-DME/DME/IRU or GPS required.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-ILS 6</td>
<td>474/40</td>
<td>250 (300-3/4)</td>
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<td>S-LOC 6</td>
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<td>616 (600-1)</td>
<td>840-1 3/4</td>
<td>616 (600-1 3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>880-1</td>
<td>614 (700-1)</td>
<td>980-2</td>
<td>1100-2 3/4</td>
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</tbody>
</table>

**GND CON** 121.9

**CLNC DEL** 135.9

**Amdt 3A 22APR21**

**MANCHESTER, NEW HAMPSHIRE**

**21280**
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.

Δ Rwy 35 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-LOC 35 Cats A/B visibility to RVR 5500.

ATIS 119.55
BOSTON APP CON 124.9 269.075
MANCHESTER TOWER 121.3 239.025
GND CON 121.9
CLNC DEL 135.9

S-LOC 35 720/45 455 (500-)
S-ILS 35 465/18 200 (200-1/2)
ILS RWY 35 (SA CAT I)
MANCHESTER BOSTON RGNL (MHT)

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 4000 direct CON VOR/DME and hold.

ATIS | BOSTON APP CON | MANCHESTER TOWER | GND CON | CLNC DEL
-----|----------------|------------------|---------|--------
119.55 | 124.9 | 269.075 | 121.3 | 239.025 | 121.9 | 135.9

DME or RADAR required.

MISSED APCH FIX
CONCORD
CON

From SHOWZ: RNAV 1-DME/DME/IRU or GPS required.

and hold.

4000 direct CON VOR/DME

MISSED APPROACH: Climb to

4000 direct CON VOR/DME

GND CON

1215

CONCORD

CON

CON

IHOBB

ELE 266

TDZE 265

CON

124.9

269.075

121.3

239.025

121.9

135.9

GND CON

1215

CONCORD

CON

CON

PELAN

(IAF)

I-MHT 12.4

MNTIN

I-MHT 5.6

YOU LL

I-MHT 8.7

CON

124.9

269.075

121.3

239.025

121.9

135.9

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

MANCHESTER, NEW HAMPSHIRE

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

MISSED APCH FIX
CONCORD
CON

UNIQUE DATUMS

MANCHESTER, NEW HAMPSHIRE

AL-246 (FAA)

21280
From SHOWZ: RNAV 1-DME/DME/IRU or GPS required. DME or RADAR required.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

MISSED APCH: Climb to 4000 direct CON VOR/DME and hold.

HIRL Rwys 6 and 24
TDZ/CL Rwy 17 and 35
REIL Rwys 6-24 and 17-35

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

MANCHESTER, NEW HAMPSHIRE
Amdt 5 22APR21

ILS RWY 35 (CAT II & III)
MANCHESTER BOSTON RGNL (MHT)
RNAV (RNP) Z RWY 17
MANCHESTER BOSTON RGNL (MHT)

For uncompensated Baro-VNAV systems, procedure NA below -20°C (-4°F) or above 48°C (118°F). When local altimeter setting not received, procedure NA. GPS required. For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 6000, RNP 0.26 all Cats visibility to 1½ miles, and RNP 0.30 all Cats visibility to 2 miles.

MISSED APPROACH: Climb to 2100 on track 172° to YOULL and hold.

RADAR required for procedure entry.

See planview for multiple IF locations.
RNAV (RNP) Z RWY 35
MANCHESTER BOSTON RGNL (MHT)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. When local altimeter not received, procedure NA. For inop ALSF-2, increase RNP 0.20 all Cats visibility to 1/1 SM and RNP 0.30 all Cats visibility to 1/1 SM.

**ATIS**
119.55

**BOSTON APP CON**
124.9 269.075

**MANCHESTER TOWER**
121.3 239.025

**GND CON**
121.9

**CLNC DEL**
135.9

**MISSED APCH FIX**
4 NM

**BLUUM**

**RNAV (RNP) Z RWY 35**

**ELEV** 266
**TDZE** 265

**Rwy Idg** 7650
**APt Elev** 266
**APP CRS** 352°

**AUTHORIZATION REQUIRED**

MANCHESTER, NEW HAMPSHIRE
Orig:A 17AUG17

**MANCHESTER BOSTON RGNL (MHT)**

**RNAV (RNP) Z RWY 35**

217
RNAV (GPS) RWY 6
MANCHESTER BOSTON RGNL (MHT)

ATIS 119.55
BOSTON APP CON 124.9 269.075
MANCHESTER TOWER 121.3 239.025
GND CON 121.9
CLNC DEL 135.9

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct CUXOV and on track 139° to KHRIS and hold, continue climb-in-hold to 3000.
**RNAV (GPS) RWY 24**

**MANCHESTER BOSTON RGNL (MHT)**

**ATIS** 119.55  **BOSTON APP CON** 124.9  **269.075**  **MANCHESTER TOWER** 121.3  **239.025**  **GND CON** 121.9  **CLNC DEL** 135.9

**RNP APCH.**

- Wavy line indicates Rwy 24 helicopter visibility reduction below 4000 NA.

**ATIS** 119.55  **BOSTON APP CON** 124.9  **269.075**  **MANCHESTER TOWER** 121.3  **239.025**  **GND CON** 121.9  **CLNC DEL** 135.9

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**AMTD 2** 22APR21

**Rwy 24**

**Holding Pattern**

- **ONGEE** 242°
- **WAVBO** 058°
- **HAZUS** 1523°

**RNAV (GPS) RWY 24**

**MANCHESTER BOSTON RGNL (MHT)**

**ATIS** 119.55  **BOSTON APP CON** 124.9  **269.075**  **MANCHESTER TOWER** 121.3  **239.025**  **GND CON** 121.9  **CLNC DEL** 135.9

**RNP APCH.**

- Wavy line indicates Rwy 24 helicopter visibility reduction below 4000 NA.

**ATIS** 119.55  **BOSTON APP CON** 124.9  **269.075**  **MANCHESTER TOWER** 121.3  **239.025**  **GND CON** 121.9  **CLNC DEL** 135.9

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**AMTD 2** 22APR21

**Rwy 24**

**Holding Pattern**

- **ONGEE** 242°
- **WAVBO** 058°
- **HAZUS** 1523°

**RNAV (GPS) RWY 24**

**MANCHESTER BOSTON RGNL (MHT)**

**ATIS** 119.55  **BOSTON APP CON** 124.9  **269.075**  **MANCHESTER TOWER** 121.3  **239.025**  **GND CON** 121.9  **CLNC DEL** 135.9

**RNP APCH.**

- Wavy line indicates Rwy 24 helicopter visibility reduction below 4000 NA.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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

ATIS
119.55
CLNC DEL
135.9
GND CON
121.9
MANCHESTER TOWER
121.3 239.025
BOS DEP CON
124.9 269.075

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 6:  Standard.
Rwy 17:  300-1½ or standard with a minimum climb of 270’ per NM to 600.
Rwy 24:  Standard with a minimum climb of 335’ per NM to 800.
Rwy 35:  300-1½ or standard with a minimum climb of 265’ per NM to 1400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6:  TURBOJET AIRCRAFT - Climbing left turn heading 039°, thence....
ALL OTHER AIRCRAFT - Climb on heading 057° or as assigned by ATC, thence....

TAKEOFF RUNWAY 17:  TURBOJET AIRCRAFT - Climbing right turn heading 219°, thence....
ALL OTHER AIRCRAFT - Climb on heading 172° or as assigned by ATC, thence....

TAKEOFF RUNWAY 24:  Climb on heading 237° or as assigned by ATC, thence....

TAKEOFF RUNWAY 35:  Climb on heading 352° 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 ONE DEPARTURE
25FEB21
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 6**: Climbing left turn on heading 039°, thence...
**TAKEOFF RUNWAY 17**: Climbing right turn on heading 219°, thence...
**TAKEOFF RUNWAY 24**: Climb on heading 237°, thence...
**TAKEOFF RUNWAY 35**: Climb on heading 352°, thence...

...expect vectors to cross TYLIR at or above 3000, then on track 092° to PPORT, then on assigned transition. Expect clearance to filed altitude/flight level within five (5) minutes after departure.

**BARNES TRANSITION (PPORT4.BAF):**
**CALVERTON TRANSITION (PPORT4.CCC):**
**NELIE TRANSITION (PPORT4.NELIE):**

---

**NOTE:** Chart not to scale.

---

**TOP ALTITUDE:**

3000

---

**TAKEOFF MINIMUMS:**

Rwys 6, 17, 35: Standard with minimum climb of 325’ per NM to 3000.
Rwy 24: Standard with minimum climb of 335’ per NM to 3000.

**NOTE:**

- For Turbojets only.
- DME/DME/IRU or GPS required.
- RADAR required.
- RNAV 1.
NA Use Taunton altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at WOONS on V3-16 southwest bound.
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. 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 Cats visibility ½ mile.

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct JUDMU and hold.

**APP CRS**

**Apt Elev**

**TDZE**

**Rwy Idg**

**3300**

**WAAS CH 50237 W06A**

**MARSHFIELD MUNI - GEORGE HARLOW FLD (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 ½ 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

120.0

BOSTON APP CON

124.1

UNICOM

122.8 (CTAF)
RNAV (GPS) RWY 36
MERIDEN MARKHAM MUNI (MMK)

RNP APCH.

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM.

ASOS
134.925

YANKER APP CON
127.8 269.325

CLNC DEL
120.65

UNICOM
123.05 (CTAF)

Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 317.

WEGOT

Visual Segment - Obstacles.

MISSED APPROACH: Climb to 800 then climbing right turn to 2500 direct WEGOT and hold.

Category
A
B
C
D

LP MDA
660-1
561 (600-1)
NA

LNAV MDA
760-1
661 (700-1)
NA

CIRCLING
780-1
677 (700-1)
NA

CALID: MERIDEN, CONNECTICUT
Apt Elev
TDZE
ELEV
W36A

Rwy Idg
Apt Elev

3100
103
99

356°

RNAV (GPS) RWY 36
MERIDEN MARKHAM MUNI (MMK)

MERIDEN, CONNECTICUT
Orig-F 05NOV20

41°31'N-72°50'W

228
MISSED APPROACH: Climbing right turn to 2700 on HFD VOR/DME R-251 to MIDL INT/HFD 10.6 DME and hold, continue climb-in-hold to 2700.

 Procedure NA for arrival on MAD VOR/DME airway radials 345° (8.5)

 Procedure NA for arrival on MAD VOR/DME airway radials 345° (8.5)

 Procedure NA for arrival on MAD VOR/DME airway radials 345° (8.5)
RNAV (GPS) RWY 11

MILLINOCKET MUNI (MLT)

**RNP APCH:**
Baro-VNAV NA when using Houlton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. Rwy 11 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 1/2 SM and LNAV visibility Cat B 1/4 SM and Cat C/D 1/2 SM. Procedure NA at night.

**MISSED APPROACH:**
Climb to 2300 direct JEBIV and hold.

**ASOS**
135.225

**BOSTON CENTER**
120.25 346.4

**UNICOM**
122.8 (CTAF)

**ELEV**
408

**TDZE**
408

**5 NM Holding Pattern**
5900

**PEENK**

**ZAKTI**

**TURTE**

**RW11**

**2300**

**JEBIV**

**287°**

**107°**

**6 NM**

**5.4 NM**

**5.8 NM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
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<td>LPV DA</td>
<td>929-1 3/4</td>
<td>521 (600-1 3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>1004-2</td>
<td>596 (600-2)</td>
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<tr>
<td>LNAV MDA</td>
<td>1100-1 692 (700-1)</td>
<td>1100-2 692 (700-2)</td>
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<td></td>
</tr>
</tbody>
</table>

**PEENK**

**MILLINOCKET, MAINE**

**Orig B 18JUL19**

**45°39'N-68°41'W**
RNAV (GPS) RWY 29
MILLINOCKET MUNI (MLT)

**MISSED APPROACH:**
Climb to 920 then climbing right turn to 2300 direct JEBIV and hold.

**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 ¾ SM NA. When local altimeter setting not received, use Houlton altimeter setting and increase LPV DA to 817 feet and all Cats visibility ¾ SM; increase LNAV/VNAV DA to 935 feet and all Cats visibility ¾ SM; increase all MDAs 120 feet and LNAV Cat C/D visibility ¾ SM, and Circling Cat A/B visibility ¼ SM and Cat C visibility ½ SM. Night landing: Rwy 11, 34 NA.

**ASOS**
135.225

**BOSTON CENTER**
120.25 346.4

**UNICOM**
122.8 (CTAF)

**ELEV**
408

**TDZE**
408
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 A/B visibility 1/4 SM, Cat C visibility 1/2 SM; increase S-29 Cat D visibility 1/2 SM; ULOGE fix minimums: increase S-29 Cat C/D and Circling Cat A/B visibility 1/4 SM, and Circling Cat C visibility 1/2 SM. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct MLT VOR/DME and hold, continue climb-in-hold to 3000.

NoPT for arrivals at MLT VOR/DME on airway radials 034 CW 236.

<table>
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<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-29</td>
<td>1060-1</td>
<td>652 (700-1)</td>
<td>1060-1 1/4</td>
<td>1060-2</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>692 (700-1)</td>
<td>1100-2</td>
<td>972 (1000-3)</td>
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ULOGE FIX MINIMUMS

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<th>D</th>
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<tr>
<td>S-29</td>
<td>880-1</td>
<td>472 (500-1)</td>
<td>880-1 1/4</td>
<td>880-1 1/2</td>
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<tr>
<td>CIRCLING</td>
<td>1100-1</td>
<td>692 (700-1)</td>
<td>1100-2</td>
<td>972 (1000-3)</td>
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</tbody>
</table>
Circling Rwy 34 NA at night. Obtain local altimeter setting on CTAF; when not received, use Orange altimeter setting and increase all MDA 60 feet.

MISSPED APPROACH: (MAX 210K)
Climbing right turn to 3500 direct YIDPU and Hold.
Circling NA for Cat C E of Rwy 1-19. Rwy 19 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. VDP NA when using Burlington altimeter setting. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

**RNAV (GPS) Y RWY 19**

**MORRISVILLE-STOWE STATE (MVL)**

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<th>C</th>
<th>D</th>
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<tr>
<td>LP</td>
<td>1860-1 ³⁄₄</td>
<td>1860-1 ¹⁄₂</td>
<td>1860-3</td>
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<td>MDA</td>
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<td>LNAV</td>
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<td>2160-1 ¹⁄₂</td>
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<td>NA</td>
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<tr>
<td>MDA</td>
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<td>1427 (1500-1 ¹⁄₂)</td>
<td>1427 (1500-3)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>2160-1 ³⁄₄</td>
<td>2160-1 ¹⁄₂</td>
<td>2160-3</td>
<td>NA</td>
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<tr>
<td>Rwy Idg</td>
<td>TDZE</td>
<td>Apt Elev</td>
<td>730</td>
<td>733</td>
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ASOS

<table>
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<tr>
<th>MORRISVILLE, VERMONT</th>
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</thead>
<tbody>
<tr>
<td>136.625</td>
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</table>

BOSTON CENTER

| 135.7 282.2 |

UNICOM

| 122.8 (CTAF) |

WAAS CH 72731 W19A

<table>
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<tr>
<th>APP CRS 3700</th>
</tr>
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<tbody>
<tr>
<td>TDZE 733</td>
</tr>
<tr>
<td>Apt Elev 733</td>
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</table>

MORRISVILLE, VERMONT

**Amdt 2 22JUN17**

44°32'N-72°37'W
Circling NA for Cat C east of Rwy 1-19. When local altimeter setting not received, use Burlington altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 5600 direct LIQED and hold, continue climb-in-hold to 5600.

Procedure NA for arrival on MPV VOR/DME airway radials 317 CW 037.
When local altimeter not received, use Hyannis altimeter setting and increase S-ILS 6 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 3500. 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 3/4 SM. VDP NA when using Hyannis altimeter setting.

**ATIS**

127.5

**BOSTON APP CON**

126.1 318.1

**NANTUCKET TOWER**

118.3 (CTAF) 0

**GND CON**

132.5

**CLNC DEL**

119.375

**UNICOM**

122.95

**ALTERNATE MISSED APCH FIX**

109.1 I-ACK

**Rwy Idg**

5766

**TDZE**

38

**Apt Elev**

47

**LOC/DME**

I-RNE 109.1

**Chan**

28

**APP CRS**

061°

**MALSF**

(2)

**ILS or LOC RWY 6**

NANTUCKET MEML (ACK)

**MISSING APPROACH:***

Climb to 1800 direct ACK VOR/DME and hold, continue climb-in hold to 1800.

**EXCEPTIONS**

To increase S-ILS 6 visibility to RVR 4500 and S-LOC 6 visibility to 1 3/4 SM and 1 SM respectively. Inop table does not apply to S-ILS 6. For inop ALS, increase S-LOC 6 visibility to RVR 3500.

VDP NA when using Hyannis altimeter setting.

**LOCALIZER 109.1**

I-RNE 4.9

**Chan**

28

**CRAYG INT**

I-RNE 109.1

**RADAR**

MVY 28.9

**LAT**

34°05’N-70°18’W

**LONG**

41°15’N-70°04’W

**CATS C/D VISIBILITY**

- S-ILS 6: RVR 4500
- S-LOC 6: RVR 5500

**MISSED APPROACH**

- Climb to 1800 direct ACK VOR/DME and hold, continue climb-in hold to 1800.

**CIRCLING**

- 340° (400-1)
- 380° (400-1)
- 430° (500-1)
- 450° (500-1)
- 673° (700-2)
- 673° (700-2/4)
- 720°-2/4

**MINIMUMS**

- 3:24
- 2:33
- 2:02
- 1:42

**NEOL**

- 238/40
- 200 (200-3/4)

**KD**

- 380/40
- 342 (400-3/4)

**CIRCLING**

- 480-1
- 500-1
- 720-2
- 720-2 1/4

**KD**

- 430 (500-1)
- 453 (500-1)
- 673 (700-2)
- 673 (700-2/4)

**NEOL**

- 2300 to UFTAC
- 240° (14)

**S-ILS 6**

- 200 (200-1)

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**GND CON**

- 119.375

**UNICOM**

- 122.95

**ATIS**

- 127.5

**BOSTON APP CON**

- 126.1 318.1

**NANTUCKET TOWER**

- 118.3 (CTAF) 0

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**ATIS**

- 127.5

**BOSTON APP CON**

- 126.1 318.1

**NANTUCKET TOWER**

- 118.3 (CTAF) 0

**GND CON**

- 132.5

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95

**S-ILS 6**

- 550-1

**S-LOC 6**

- 550-1

**GND CON**

- 132.5

**CLNC DEL**

- 119.375

**UNICOM**

- 122.95
### ILS or LOC RWY 24

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**ATIS**  
127.5  
**BOSTON APP CON**  
126.1  
**NANTUCKET TOWER**  
118.3 (CTAF)  
**GND CON**  
132.5  
**CLNC DEL**  
119.375  
**UNICOM**  
122.95

### DME or Radar Required

**LOC/DME**  
I-ACK  
109.1  
**Chan 28**

**APP CRS**  
241°  
**Rwy Ldg**  
6303  
**TDZE**  
47  
**Apt Elev**  
47

When local altimeter setting not received, use Hyannis altimeter setting and increase DA to 310 and all MDA 80 ft. 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

### Missed Approach:

Climb to 2300 on ACK VOR/DME R-240 to UFTAC INT and hold.

### Category

<table>
<thead>
<tr>
<th>S-ILS 24</th>
<th>S-LOC 24</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>380/24</td>
<td>333 (400-1/2)</td>
<td>480-1</td>
</tr>
<tr>
<td>200 (200-1/2)</td>
<td>433 (500-1)</td>
<td>500-1</td>
</tr>
<tr>
<td>380/26</td>
<td>333 (400-1/2)</td>
<td>433 (500-1)</td>
</tr>
<tr>
<td>720-2</td>
<td>453 (500-1)</td>
<td>720-2</td>
</tr>
<tr>
<td>720-2/4</td>
<td>673 (700-2)</td>
<td>673 (700-2/4)</td>
</tr>
</tbody>
</table>

**NE-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) RWY 6
NANTUCKET MEML (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 1/4 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 1½ SM.

Procedure NA for arrivals at ACK VOR/DME on airway radials 270 CW 280.

Radar Required for arrivals at BOMLY.
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 used, use Hyannis altimeter setting and increase LPV DA to 310 feet and LNAV/VNAV DA to 363 feet and all MDA 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 ½ 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. ** 2400 RVR when using Hyannis altimeter setting.

### RNAV (GPS) RWY 24

**NANTUCKET MEML (ACK)**

- **ATIS:** 127.5
- **BOSTON APP CON:** 126.1 318.1
- **NANTUCKET TOWER:** 118.3 (CTAF) 0
- **GND CON:** 132.5
- **CLNC DEL:** 119.375
- **UNICOM:** 122.95

**Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.**

**Radar required for arrivals at CUPNU.**

**4 NM Holding Pattern**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA**</td>
<td>247/18 200 (200-½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>300/24 253 (300-½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>380/24 333 (400-½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1 433 (500-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Amdt 1B  07DEC17**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**21112**

**NANTUCKET, MASSACHUSETTS**

**41°15'N-70°04'W**

**241**
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 ½ mile and Circling Cat C visibility ¾ mile. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500 direct CEROD and on track 260° to CLAMY and hold.

**Procedure NA for arrivals at LFV VOR/DME on V167 northeast bound.**

*NANTUCKET, MASSACHUSETTS

**RNAV (GPS) RWY 33**

**NANTUCKET MEML (ACK)**

**MISS APCH FIX**

**4 NM**

![Diagram of airport layout and flight path](image)
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; increase Circling Cats C/D visibility ½ SM. VDP NA when using Hyannis altimeter setting. For Inoperative SSALR, increase S-24 Cat D visibility to RVR 6000.

**MISSING 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 127.5
BOSTON APP CON* 126.1 318.1
NANTUCKET TOWER* 118.3 (CTAF) 0
GND CON 132.5
CLNC DEL 119.375
UNICOM 122.95

**ELEV** 48
**TDZE** 48

**CATEGORY**

A
B
C
D

Knots 60 90 120 150 180
Min:Sec 1:54 1:16 0:57 0:46 0:38

**CIRCLING**

640/4 393 (400-1½)
440/50 393 (400-1)
433 (500-1) 453 (500-1)
673 (700-2) 673 (700-2½)
GREAT POINT VISUAL RWY 24

ATIS 127.5
BOSTON 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 (3.0°).
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 |
|------|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 14**

**BOIRE FLD (ASH)**

**MALSR**
- MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct turn to PELAN and hold.

### ATIS
- 125.1

### BOSTON APP CON
- 124.9 269.075

### NASHUA TOWER *
- 133.2 (CTAF)

### GND CON
- 121.8

### CLNC DEL
- 121.8

---

**Category**
- **A**
  - LPV DA: 400-1/2, 200 (200-1/2)
- **B**
  - LNAV/VNAV DA: 596-9/8, 396 (400-9/8)
- **C**
  - LNAV MDA: 700-1/2, 500 (500-1/2), 700-1, 500 (500-1)
- **D**
  - CIRCLING: 820-1, 620 (700-1), 840-1, 640 (700-1), 900-2, 700 (700-2), 1000-2, 800 (800-2)

---

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1 1/2 SM.

---

**Remarks**
- Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.

---

**RNAV (GPS) RWY 14**

**BOIRE FLD (ASH)**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct turn to PELAN and hold.

**ATIS**
- 125.1

**BOSTON APP CON**
- 124.9 269.075

**NASHUA TOWER **
- 133.2 (CTAF)

**GND CON**
- 121.8

**CLNC DEL**
- 121.8

---

**Category**
- **A**
  - LPV DA: 400-1/2, 200 (200-1/2)
- **B**
  - LNAV/VNAV DA: 596-9/8, 396 (400-9/8)
- **C**
  - LNAV MDA: 700-1/2, 500 (500-1/2), 700-1, 500 (500-1)
- **D**
  - CIRCLING: 820-1, 620 (700-1), 840-1, 640 (700-1), 900-2, 700 (700-2), 1000-2, 800 (800-2)

---

**Remarks**
- Procedure NA for arrival on CON VOR/DME airway radials 223 CW 246.

---

**RNAV (GPS) RWY 14**

**BOIRE FLD (ASH)**

**MISSED APPROACH:** Climb to 800 then climbing left turn to 2000 direct turn to PELAN and hold.

**ATIS**
- 125.1

**BOSTON APP CON**
- 124.9 269.075

**NASHUA TOWER **
- 133.2 (CTAF)

**GND CON**
- 121.8

**CLNC DEL**
- 121.8

---

**Category**
- **A**
  - LPV DA: 400-1/2, 200 (200-1/2)
- **B**
  - LNAV/VNAV DA: 596-9/8, 396 (400-9/8)
- **C**
  - LNAV MDA: 700-1/2, 500 (500-1/2), 700-1, 500 (500-1)
- **D**
  - CIRCLING: 820-1, 620 (700-1), 840-1, 640 (700-1), 900-2, 700 (700-2), 1000-2, 800 (800-2)
RNAV (GPS) RWY 32
BOIRE FLD (ASH)

Rwy 32 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ATIS
125.1

BOSTON APP CON
124.9 269.075

NASHUA TOWER
133.2 (CTAF)

GND CON
121.8

CLNC DEL
121.8

MISSED APPROACH:
Climb to 800 then climbing left turn to 4000 direct.
JOHNZ and hold, continue climb-in-hold to 4000.

ELEV 200
TDZE 193

NA below -15°C or above 54°C.
For uncompensated Baro-VNAV systems, LNAV/VNAV Rwy 32 helicopter visibility reduction below ¾ SM NA.

Holding Pattern

LNAV/VNAV

LPV

CIRCLING
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 5
NEW BEDFORD RGNL (EWB)

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 MALSR, 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% miles. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Taunton altimeter setting.

ATIS
126.85

PROVIDENCE APP CON
126.7 269.525

NEW BEDFORD TOWER
118.1 (CIAF) 239.0

GND CON
121.9

UNICOM
122.95

Limit missed approach to 235 KIAS.

Procedure NA for arrivals on PVD VOR/DME airway radials 093 CW 234.

** MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct BONNI and hold.

** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Taunton altimeter setting.

X810606
RNAV (GPS) RWY 14
NEW BEDFORD RGNL (EWB)

**Missed Approach:** Climb to 3000 then climbing right turn to 6000 then climbing right turn to 3000 direct COSSY and hold.

**Procedure NA for arrivals at BURDY on V139-268 northeast bound.**

**Procedure NA for arrivals at LAFAY on V139 southwest bound and V130 northwest bound.**

**NOTE:**
- Rwy 14 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 1/2 mile. VDP NA when using Taunton altimeter setting.

**Category A**
- **LP MDA:** 540-1 464 (500-1)
- **LNAV MDA:** 560-1 484 (500-1)
- **CIRCLING:** 620-1 541 (600-1)

**Category B**
- **LP MDA:** 540-1 464 (500-1)
- **LNAV MDA:** 560-1 484 (500-1)
- **CIRCLING:** 620-1 541 (600-1)

**Category C**
- **LP MDA:** 540-1 464 (500-1)
- **LNAV MDA:** 560-1 484 (500-1)
- **CIRCLING:** 620-1 541 (600-1)

**Category D**
- **LP MDA:** 540-1 464 (500-1)
- **LNAV MDA:** 560-1 484 (500-1)
- **CIRCLING:** 620-1 541 (600-1)

**ATIS**
- 126.85

**PROVIDENCE APP CON**
- 128.7 269.525

**NEW BEDFORD TOWER**
- 118.1 (CTAF) 239.0

**GND CON**
- 121.9

**UNICOM**
- 122.95

**NEW BEDFORD, MASSACHUSETTS**
- AL-644 (FAA)

**Orig-C 26APR18**
RNAV (GPS) RWY 23
NEW BEDFORD RGNL (EWB)

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 ¾ 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 ¾ mile. For inop MALS, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat A/B visibility ½ mile. For inop MALS, when using Taunton altimeter setting, increase LNAV/VNAV all Cats visibility ¾ mile, LNAV Cat A/B visibility ¾ mile and Cat C/D visibility ¾ mile.

Amdt 1 11DEC14

NEW BEDFORD, MASSACHUSETTS
AL-644 (FAA) 21280

NE-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 32
NEW BEDFORD RGNL (EWB)

<table>
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<tr>
<th>ATIS</th>
<th>PROVIDENCE APP CON</th>
<th>NEW BEDFORD TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>126.85</td>
<td>128.7 269.525</td>
<td>118.1 [CTAF] 239.0</td>
<td>121.9</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedures NA for arrivals at MVY:
- VORTAC on V146 southeast bound.
- Procedure NA for arrivals at MVY.
- Procedure NA for arrivals at MVY VORTAC on V139-268 northeast bound.

MISSED APPROACH: Climb to 2000 direct UTBEQ and on track 331° to INNDY and hold.

Visual Surface - Obstacles:
- CUGOG
- INNDY
- ZERIR

4 NM
- Holding Pattern
- Holding Pattern

NEW BEDFORD, MASSACHUSETTS
AL-644 (FAA) 21280

NEW BEDFORD, MASSACHUSETTS
NE-1, 07 OCT 2021 to 02 DEC 2021
NEW BEDFORD TOWER

118.1
CTAF

239.0

121.9

122.95

UNICOM

PROVIDENCE APP CON

128.7

269.525

APP CRS

325°

LNAV MDA

CIRCLING

LP MDA

720-1

652 (700-1)

720-1 3/4

652 (700-1 3/4)

LNAV MDA

880-1

812 (900-1)

880-1 1/4

812 (900-1 1/4)

880-2 1/2

812 (900-2 1/2)

CIRCLING

880-1

801 (900-1)

880-1 1/4

801 (900-1 1/4)

880-2 1/2

801 (900-2 1/2)

NEW BEDFORD, MASSACHUSETTS
41°41'N-70°57'W

NEW BEDFORD RGNL (EWB)

RNAV (GPS) RWY 32

RNAV (GPS) RWY 32
NEW BEDFORD RGNL (EWB)

255
When local altimeter setting not received, use Taunton altimeter setting and increase all MDA 40 feet and increase S-23 Cat C/D visibility ½ mile and Circling Cat D visibility ¼ mile. VDP NA with Taunton altimeter setting. Helicopter visibility reduction below ¼ SM NA. For inop MALSR increase S-23 Cat A/B visibility ½ mile and Cat C/D visibility ¾ mile. For inop MALSR, when using Taunton altimeter setting, increase S-23 Cat A/B visibility ¾ mile.

ATIS 126.85 PROVIDENCE APP CON 128.7 269.525 NEW BEDFORD TOWER* 118.1 [CTAF] 239.0 GND CON 121.9 UNICOM 122.95

RADAR REQUIRED

LOC BC RWY 23
NEW BEDFORD RGNL (EWB)

LOCALIZER 109.7
I-EWB 11.4
Channel 34

FURBS I-EWB 10.9

BONNI I-EWB 11.4

MISSED APCH FIX

BACK COURSE

MISSED APPROACH:
Climb to 2100 on I-EWB SW course to BONNI/I-EWB
11.4 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 2
TWEED-NEW HAVEN (HVN)

**ATIS**
133.65

**NEW YORK APP CON**
124.075 343.65

**TWEED-NEW HAVEN TOWER**
124.8

**GND CON**
121.7

**CLNC DEL**
121.7 (when twr closed)

**UNICOM**
122.95

**MISSED APPROACH:**
Climb to 600 then climbing right turn to 2000 direct MAD VOR/DME and hold.

**MALSF: LNAV only.**

- **DME/DME RNP -0.3 NA.** When local altimeter setting not received, use Long Island MacArthur altimeter setting: increase LPV all Cats DA to 374 feet and LNAV/VNAV all Cats DA to 415 feet and 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 2 1/2 miles and Cat D to 3 mile. For inop MALSF, increase LPV and LNAV/VNAV all Cats visibility to RVR 5000, LNAV Cats C and D visibility to 1 1/2 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.

**Procedure NA for arrivals at NESSI on V91 northwest bound.**

**Procedure NA for arrivals at KEYED on V16 northeast bound.**

**LNAV only.**
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 ½ mile. Night landing: Rwy 14, 32 NA. Helicopter visibility reduction below 3/8 SM NA. VDP NA with Long Island Mac Arthur altimeter setting.

**MISSED APPROACH:** Climb to 1800 direct PEPER and hold.

**ATIS**
- NEW YORK APP CON 133.65
- NEW HAVEN CON 124.075
- TWEED-NEW HAVEN TOWER 124.8
- GND CON 121.7
- CLNC DEL 121.7
- UNICOM 122.95

**Procedure NA for arrivals at SORRY on V3-99 westbound and V34 northwest bound.**

**Procedure NA for arrival on HFD VOR/DME on airway radials 211 CW 282.**

**MISSED APCH FIX**
- **PEPER**
  - **196°**

**196° to RW20**

**Visual Segment - Obstacles.**
- **1800**
- **2600**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>540-1</td>
<td>530 (600-1)</td>
<td>540-1/2</td>
<td>530 (600-1/2)</td>
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<tr>
<td>LNAV MDA</td>
<td>580-1</td>
<td>570 (600-1)</td>
<td>580-1/3</td>
<td>570 (600-1/3)</td>
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<tr>
<td>CIRCLING</td>
<td>720-1</td>
<td>708 (800-1)</td>
<td>780-2/4</td>
<td>880-2/3</td>
</tr>
</tbody>
</table>

**Origin:**
- **NEW HAVEN, CONNECTICUT** Orig 10NOV16
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

TERMINAL B
B
B
H
C
C
C
G
A
A
F
D

AIRPORT DIAGRAM
NEW HAVEN, CONNECTICUT
AL-671 (FAA)

AIRPORT DIAGRAM
NEW HAVEN, CONNECTICUT
AL-47 (FAA)

TWEED-NEW HAVEN (HVN)

72°53.0'W
41°16.0'N

41°15.5'N
72°53.5'W

FÉL

ELEV
016.3°
02
196.3°

NE-1, 07 OCT 2021 to 02 DEC 2021
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.
RNAV (GPS)-A
PARLIN FLD (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.

LEB ASOS
118.65

BOSTON CENTER
134.7 269.475

UNICOM
122.8 (CTAF)

Procedures for arrivals at TAPSE on V93/T295 northeast bound.

Procedure NA for arrivals at STRUM on V131 southbound and V490 westbound.

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.

Procedures for arrivals at TAPSE on V93/T295 northeast bound.

Procedure NA for arrivals at STRUM on V131 southbound and V490 westbound.

 CATEGORY A B C D

3.3 NM 3.2 NM 4.8 NM

1900-1 1900-1 3.3 NM to NW 36

3.3 NM 3.2 NM 4.8 NM

1900-1 1900-1 3.3 NM to NW36

NEWPORT, NEW HAMPSHIRE AL-10139 (FAA) 21168

RNAV (GPS)-A PARLIN FLD (2B3)

Procedures for arrivals at TAPSE on V93/T295 northeast bound.

Procedures for arrivals at STRUM on V131 southbound and V490 westbound.

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.

Procedures for arrivals at TAPSE on V93/T295 northeast bound.

Procedures for arrivals at STRUM on V131 southbound and V490 westbound.

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.
RNAV (GPS) RWY 16

NEWPORT STATE (UUU)

**ASOS**
- Providence APP CON *
- Providence VOR/DME

**CLNC DEL**
- 127.25

**UNICOM**
- 123.05 (CTAF)

**ELEV**
- 172

**TDZE**
- 162

**Rwy Idg**
- 2623

**Apt Elev**
- 172

**APP CRS**
- 166°

**Rwy**
- 16

** Holding Pattern**
- 4 NM

**VOR/DME**
- Providence VOR/DME

**FEKWU**
- 3000
- 345°
- 165°

**RUBLE**
- 2100

**NICOD**
- 8 NM

**NEWPORT, RHODE ISLAND**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**RNAV (GPS) RWY 16**

**NEWPORT STATE (UUU)**

**41°32'N - 71°17'W**

**NEWPORT, RHODE ISLAND**

**Orig-C 21JUN18**

**MISSED APPROACH:** Climb to 2100 direct RUBLE and via 169° track to NICOD and hold.

- When local altimeter setting not received, use Providence altimeter setting and increase all MDAs 60 feet. Circling Rwy 4, 22, 34 NA at night. Rwy 16 helicopter visibility reduction below 3/4 SM NA.

- NoPT for arrival on PVD VOR/DME airway radials 234 CW 093.

- LNAV MDA
  - 600-1
  - 600-1/4
  - 700-1 528 (600-1)
  - 700-1/2

- Category
  - A
  - B
  - C
  - D
NEWPORT, RHODE ISLAND

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. Circling Rwys 4, 22, 34 NA at night. Rw 16 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 2100 via PVD R-165 to NICOD INT/21.5 DME and hold.

NoPT for arrivals on PVD VOR/DME airway radials 263 CW 321.

ASOS
132.075

PROVIDENCE APP CON *
128.7  269.525

CLNC DEL
127.25

UNICOM
123.05 (CTAF)

ELEV 172
TDZE 162

One Minute Holding Pattern
PVD VOR/DME

3000  344°
164°

FEKWU PVD B

3.04° TCH 40
PVD 13

Category A
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

NEWPORT, RHODE ISLAND
Amdt 1C 24MAY18

41°32'N - 71°17'W

NEWPORT STATE (UUU)
VOR/DME RWY 16
RNAV (GPS) RWY 36
NORTHEAST KINGDOM INTL (EFK)

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

-32°C

Procedure NA for arrivals at PLOTT on V447 southwest bound.

RNAV (GPS) RWY 36

Visual Segment - Obstacles.

HOLD 5 NM

5 NM Holding Pattern

038°

357°

357° (2.5)

177°

4800 N oPT

IAF)

5 NM

ANEES

NA

NA

NA

NA

NA

NA

NA

NA

NA
RNAV (GPS) RWY 3

CENTRAL MAINE/NORRIDGEWOCK

AWOS-AV 122.8
PORTLAND APP CON* 128.35 299.2
UNICOM 122.8 (CTAF)

NA

Holding Pattern

Visual Segment - Obstacles

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>980-1 712 (800-1)</td>
<td>980-2 712 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>980-1 710 (800-1)</td>
<td>1080-2 710 (900-2)</td>
<td>810 (900-2)</td>
<td>NA</td>
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</tbody>
</table>

NORRIDGEWOCK, MAINE

Orig-A 12OCT17

RNAV (GPS) RWY 3

CENTRAL MAINE/NORRIDGEWOCK (OWK)

CIRCLING

Unicom

APP CRS

ELEV UNICOM

Apt Elev 270

Rwy Idg 399B

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 ½ mile and Cat C visibility ½ mile and Circling Cat B visibility ½ mile and Cat C visibility ½ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2900 direct HOPMU and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Augusta State altimeter setting. Rwy 15 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Augusta State altimeter setting: increase LPV DA to 607 feet, LNAV/VNAV DA 659 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDA 80 feet and LNAV Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. Circling Rwy 3, 21, 33 NA at night.

Procedure NA for arrivals on AUG VOR/DME airway radials 53 CW 69.

MISSED APPROACH: Climb to 800 then climbing right turn to 2900 direct HOPMU and hold.
When local altimeter setting not received, use Bennington altimeter setting and increase all MDA 60 feet. Circling NA south of RW 11-29. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSING APPROACH: Climbing left turn to 5000 direct GRAVE and hold, continue climb-in-hold to 5000.

---

**ASOS**

- **Unicom**
  - **ASOS**
    - 134.775
  - **ALBANY APP CON**
    - 132.825
  - **307.2**
  - **UNICOM**
    - 122.8 (CTAF)

---

Procedure NA for arrivals at BOWAN on V487 southbound and V292/T295 westbound.

---

**Category**

- **A**
  - 2740-1/4
  - 2086 (2100-1/4)
- **B**
  - 2740-1/2
  - 2086 (2100-1/2)
- **C**
  - 2780-3
  - 2126 (2200-3)
- **D**
  - NA

---

**NE-1, 07 OCT 2021 to 02 DEC 2021**

---

**NORTH ADAMS, MASSACHUSETTS**

**AL-10089 (FAA)**

**RNAV (GPS)-A**

**HARRIMAN-AND-WEST (AQW)**

**CATEGORY**

- **C**
  - CIRCLING
    - 2740-1/4
    - 2086 (2100-1/4)
    - 2780-3
    - NA
Circling NA south of Rwy 11-29. Procedure NA at night.
Rwy 29 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 4800 direct SWOBS and hold.
Circling Rwy 5 NA at night. For inop ALS, increase S-LOC 16 Cat C/D visibility to 2/5 SM.

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound.

LGSI and ILS glidepath not coincident (LGSI Angle 3.00/TCH 58).

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling Rwy 5 NA at night. DME/DME RNP-0.3 NA.

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound and V3-16 northeast bound.

Procedure NA for arrivals at FOSTY on V146-151-405 northwest bound and V3-16 northeast bound.
Circling Rwy 5 NA at night, Rwy 34 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct SALME and on track 340° to FOSTY and hold.

Procedure NA for arrivals at FALMA on V310-374 eastbound and on V405 southeast bound.
**VOR RWY 34**

**QUONSET STATE (OQU)**

**MISSED APPROACH:** Climbing right turn to 1800 on PVD VOR/DME R-186 to BRUCE INT/PVD 13.2 DME and hold.

**Circling Rwy 5 NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA.**

**Procedure NA for arrival on PVD VOR/DME airway radials 115 CW 263.**

**Procedure NA for arrival on SEY VOR/DME airway radials 046 CW 099.**

**WATIR FIX MINIMUMS (DME REQUIRED)**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**Channel Requirements**

- **660-1**
- **642 (700-1)**
- **620-1**
- **602 (700-1)**

**Channel Ranges**

- **660-1**
- **642 (700-1)**
- **620-1**
- **602 (700-1)**

**NORTH KINGSTOWN, RHODE ISLAND**

**AMDT 3 01FEB18**

**41°36’N-71°25’W**

**275**
Circling Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 2000 on heading 100° and PVD R-165 to FAHMA INT/MVY 25.3 DME and hold.

ATIS*  PROVIDENCE APP CON*  QUONSET TOWER*  GND CON  CLNC DEL  UNICOM
118.6  123.675  244.875  126.35 (CTAF)  252.9  134.5  226.675  134.5  122.95

ALTERNATE MISSED APCH FIX
MINNK  SEY  13.5
110.85 CON  R-100
Chan 45 (Y)
200°
300°
R-200

ELEV 18

FAF to MAP 7 NM

CATEGORY A B C D
Knots 60 60 90 90 120 120 150 150 180 180
Min/Sec 7:00 4:40 3:30 2:48 2:20

HIRL Rwy 16-34  HIRL Rwy 5-23  REIL Rwy 5 and 23

One Minute Holding Pattern

PVD VOR/DME

2100 008° 188º

XUDAJ PVD 7

Revised: 01FEB18

Amdt 6  01FEB18

NE-1, 01 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

NE-1, 07 OCT 2021 to 02 DEC 2021

41°36'N - 71°25'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 14
NORTHAMPTON (7B2)

**RNAV (GPS) RWY 14**

**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
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</tr>
<tr>
<td>CIRCLING</td>
<td>819 (900-1)</td>
<td>819 (900-1)</td>
</tr>
</tbody>
</table>

**Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Windsor Locks altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA.**

**UNICOM** 122.7 (CTAF)

**CLNC DEL** 133.6

**NA**

1.820 when using Windsor Locks altimeter setting.

**VGSI and descent angles not coincident (VGSI Angle 4.50/TCH 60).**

- * 1.820 when using Windsor Locks altimeter setting.
- ** 1.260 when using Windsor Locks altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct GRABB and hold, continue climb-in-hold to 3000.
**NE-1, 07 OCT 2021 to 02 DEC 2021**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1300-1/4</td>
<td>1400-1/2</td>
<td>1279 (1300-1/4)</td>
<td>NA</td>
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<tr>
<td>WINDSOR LOCKS ALTIMETER SETTING MINIMUMS</td>
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<td></td>
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<tr>
<td>CIRCLING</td>
<td>1360-1/4</td>
<td>1460-1/2</td>
<td>1339 (1400-1/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>

MIRL Rwy 14-32

**RAILROAD**
Rwy 35 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all Cats visibility to ¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Circling NA at night.

**Procedure NA for arrivals at WOONS on V3-16 southwest bound.**

**Procedure NA for arrivals at BURDY on V139-268 southwest bound.**

**MISSED APPROACH:** Climb to 3000 direct DEGEY and on track 293° to WHYBE and hold, continue climb-in-hold to 3000.

**NE-1, 07 OCT 2021 to 02 DEC 2021**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 10: 400-2½ or standard with minimum climb of 335' per NM to 300.
Rwy 17: Standard.
Rwy 28: 400-2 or standard with minimum climb of 385' per NM to 400.
Rwy 35: 300-1¾ or standard with minimum climb of 230' 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.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 104° to 1100, then as assigned by ATC, thence . . . .
TAKEOFF RWY 17: Climb on heading as assigned by ATC, thence . . . .
TAKEOFF RWY 28: Climb on heading 284° to 700, then as assigned by ATC, thence . . . .
TAKEOFF RWY 35: Climb on heading 280° CW 330° as assigned by ATC, thence . . . .

. . . . on RADAR vectors to assigned route/navaid/fix. Maintain 2000 or assigned lower altitude and expect clearance to filed altitude/flight level within ten (10) minutes after departure.

NOTE: RADAR required.
NOTE: Non-GPS 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.
**RNAV (GPS) RWY 22**

**DEWITT FLD/OLD TOWN MUNI (OLD)**

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### APP CRS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>600-1</td>
<td>474 (500-1)</td>
<td>600-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>700-1</td>
<td>760-1¾</td>
<td>NA</td>
</tr>
</tbody>
</table>

**OLD TOWN, MAINE**

**Orig:** 15 JUL 2021
BANGOR APP CON 118.925 239.3

RNAV (GPS) RWY 30
DEWITT FLD/OLD TOWN MUNI (OLD)

OLD TOWN, MAINE
AL-849 (FAA)

DEEPWOODS MOA is active. Circling NA to Rwys 17W and 35W. And increase LNAV and Circling Cat C visibility ½ SM. Procedure NA at night. Procedure NA when Deepwoods MOA is active. Circling NA to Rwys 17W and 35W.

MISSED APPROACH: Climb to 3000 direct ZIMFA and hold.

DME/DME RNP NA. Rw 30 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 and Circling Cat C visibility ½ SM. Procedure NA at night. Procedure NA when Deepwoods MOA is active. Circling NA to Rwys 17W and 35W.

BGR ASOS 127.75

BANGOR APP CON 118.925 239.3

UNICOM 122.8 (CTAF)
Use Bangor Intl altimeter setting. Procedure NA at night. Rwys 22 helicopter visibility reduction below 1 SM NA. NA Circling NA to Rwys 17W and 35W.

MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 via BGR R-069 to CAVIL 15 DME and hold.

BANGOR ASOS
118.925
BANGOR APP CON
127.75
UNICOM
114.8
249º
127
2802
APP CRS
Rwy Idg
TDZE
Apt Elev
249º
127
127
114.8

1300
3000
CAVIL
BGR [15]
CAVIL
BGR [15]

249° 4 NM from FAF

WATER RWY:
17W-35W
6400 X 100

REIL Rwy 4
MIRL Rwys 4-22

ELEV 127
TDZE 127

114.8 BGR
Chan 95

BANGOR
114.8 BGR
Chan 95

1407
274
337

127
127

1225
IAF
MILLINOCKET
117.9 MLT
Chan 126

2013
FOLIO INT
BGR 25

616
ZAXAD
BGR [11]
Chan 95

249°
3000
1400

BGR 25 NM
HSA

1455

1328

069°

3000
1400

1300

1225

127

069°

616

ZAXAD
BGR [11]

118.925
239.3
122.8 (CTAF)
Circling to Rwy 1-19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 16°F (4°C) or above 54°F (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ 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 ½ mile, LNAV/VNAV all Cats and LNAV and Circling Cat B visibility ¼ mile.

MISSED APPROACH:
Climb to 3500 direct CIGPA and on track 299° to WARIC and hold, continue climb-in-hold to 3500.

**NOTAM**
**ORANGE, MASSACHUSETTS**
Orig 09SEP21

**RNAV (GPS) RWY 32**
**ORANGE MUNI (ORE)**

**ASOS**
135.675

**BOSTON CENTER**
123.75 338.2

**UNICOM**
122.8 (CTAF)
DME required.

**V** Rwy 1, 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Keene altimeter setting and increase all MDAs 60 feet and Cat B visibility ½ SM. Circling NA for Cats C/D to Rwys 14 and 32. Circling Rwy 1, 19 NA at night.

**A** MIRL Rwys 1-19 and 14-32.

**MISSED APPROACH:** Climbing right turn to 3500 direct GDM VOR/DME and hold, continue climb-in-hold to 3500.

**ASOS**

<table>
<thead>
<tr>
<th></th>
<th>ORANGE MUNI (ORE)</th>
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<tbody>
<tr>
<td><strong>ELEV</strong> 556</td>
<td><strong>UNICOM</strong> 122.8 (CTAF)</td>
</tr>
<tr>
<td><strong>135.675</strong></td>
<td><strong>BOSTON CENTER</strong> 123.75 338.2</td>
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<td><strong>ORANGE, MASSACHUSETTS</strong> AL-995 (FAA)</td>
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<tr>
<td><strong>ORANGE, MASSACHUSETTS</strong></td>
<td><strong>VOR-A</strong></td>
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<tr>
<td><strong>MIRL Rwys 1-19 and 14-32</strong></td>
<td><strong>WETMU</strong></td>
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<tr>
<td><strong>Cat B visibility</strong></td>
<td><strong>SM.</strong></td>
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<tr>
<td><strong>5.0 NM</strong></td>
<td><strong>CIRCLING</strong></td>
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<tr>
<td><strong>3.8 NM</strong></td>
<td><strong>1460-1 1/4 904 (1000-1 1/4)</strong></td>
</tr>
<tr>
<td><strong>3.8 NM</strong></td>
<td><strong>1640-3 1084 (1100-3)</strong></td>
</tr>
<tr>
<td><strong>6 NM</strong></td>
<td><strong>1740-3 1184 (1200-3)</strong></td>
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<tr>
<td><strong>290°</strong></td>
<td><strong>YAGUY</strong></td>
</tr>
<tr>
<td><strong>112°</strong></td>
<td><strong>292°</strong></td>
</tr>
<tr>
<td><strong>112°</strong></td>
<td><strong>292°</strong></td>
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<tr>
<td><strong>292°</strong></td>
<td><strong>3.8 NM</strong></td>
</tr>
<tr>
<td><strong>6000</strong></td>
<td><strong>3500</strong></td>
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</tbody>
</table>

**ELEV** 556

**1617**

**1331**

**1359**

**1029**

**1420**

**2600**

**112° 1 min**

**292°**

**6000 3500**

**1281**

**YAGUY**

**WETMU**

**GDM 9.8**

**GDM 6**

**GARDNER**

**Chan 43**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**Amdt 8 12AUG21**

**42°34’N-72°17’W**
DME required.

\[ \text{\( \Delta \text{ NA} \)} \text{ Rwy 36 helicopter visibility reduction below } \frac{3}{4} \text{ SM NA.} \]

**ATIS**
- 132.975

**NEW YORK APP CON**
- 124.075
- 343.65

**OXFORD TOWER**
- 118.475 (CTAF)

**GND CON**
- 121.65

**CLNC DEL**
- 121.65

**UNICOM**
- 122.95

**LOCALIZER 109.55**
- Chan 32 (Y)

**LOCATOR 109.55**
- Chan 32 (Y)

**ZATMI**
- MAD 24.9

**HUMOM**
- I-OXC 2.8

**I-OXC 2.8**
- Chan 32 (Y)

**I-OXC 6.5**
- Chan 32 (Y)

**I-OXC 12.6**
- Chan 32 (Y)

**CUTMA**
- I-OXC 12.6

**DAAVY**
- I-OXC 6.5

**BRIDGEPORT**
- Chan 25

**IF**
- Chan 32 (Y)

**APCH FIX**
- MAD 1.3 NM
- HUMOM 3.7 NM
- DAATY 6.1 NM

**LOC only.**
- MAD R-317
- ZATMI

**MISS approaches:**
- Climb to 3000 on heading 005° and MAD VOR/DME R-317 to ZATMI INT/MAD 24.9 DME and hold. Continue climb-in-hold to 3000.

**TWR**
- 36

**ELEV 730**

**TDZE 721**
RNAV (GPS) RWY 18
WATERBURY-OXFORD (OXC)

**Rwy 18 helicopter visibility reduction below ¾ SM NA.**
For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 2500 direct CUTMA and hold.

**ATIS**
- NEW YORK APP CON: 124.075
- OXFORD TOWER: 118.475 (CTAF)
- GND CON: 121.65
- CLNC DEL: 121.65
- UNICOM: 122.95

**PAWLING PWL**
Procedure NA for arrival on PWL VOR/DME airway radials 055 CW 216.

**MOONI on V58-167**
westbound, V34 northwest bound and V91-487 northbound.

Procedure NA for arrivals at MOONI on V58-167

**185° to RW18**

**HOLD**

**WEXNO**

**4 NM Holding Pattern**

**GP 3.00° TCH 47**

**CATEGORY**
- LPV DA
- LNAV/ VNAV DA
- LNAV MDA
- CIRCLING

**APP CRS**
- TDZE 730

**FREQUENCY**
- 121.65

**DISTANCE**
- 5801 X 100

**ELEV**
- 132.975

**NEW YORK APP CON**
- 124.075

**OXFORD TOWER**
- 118.475 (CTAF)

**GND CON**
- 121.65

**CLNC DEL**
- 121.65

**UNICOM**
- 122.95

**OXFORD, CONNECTICUT**
- WATERBURY-OXFORD (OXC)

**Amdt 3 03JAN19**

**20030**
**RNAV (GPS) RWY 36**

**WATERBURY-OXFORD (OXC)**

**Missed Approach:** Climb to 3000 direct ZATMI and hold, continue climb-in-hold to 3000.

- **Rwy 36 helicopter visibility reduction below ½ SM NA.**
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**ATIS**
- **NEW YORK APP CON**
- **OXFORD TOWER**
- **GND CON**
- **CLNC DEL**
- **UNICOM**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>NEW YORK APP CON</th>
<th>OXFORD TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>132.975</td>
<td>124.075</td>
<td>118.475</td>
<td>121.65</td>
<td>121.65</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**Procedure NA for arrivals at ZATMI on V34 northwest bound.**

- **RNAV (GPS) RWY 36**

**Amdt 3 03JAN19**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**WATERBURY-OXFORD (OXC) 20030**

**41°29'N-73°08'W**

**293**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

ATIS
132.975
OXFORD TOWER *
118.475
GND CON
121.65
CLNC DEL
121.65
135.1 (When Tower Closed)

NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
NE-1, 07 OCT 2021 to 02 DEC 2021
DME/DME RNP-0.3 NA. Procedure NA at night. Use Auburn/Lewiston 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 3600 direct SPDWy and hold, continue climb-in-hold to 3600.
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.
Circling Rwy 15, 33 NA at night. Baro-VNAV NA when using Providence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (4°F) or above 54°C (130°F). For inoperative MALS, increase LPV all Cats visibility to ½ 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 ½ mile, increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. For inoperative MALS, when using Providence altimeter setting increase LPV all Cats visibility to 1 mile.

Procedure NA for arrivals at EGAKE on T255 northwest bound.

Procedure NA for arrivals at YBERA on V139 southwest bound.

Procedure NA for arrivals at ORW on VOR/DME airway radials 011 CW 128.
PAWTUCKET, RHODE ISLAND

RNAV (GPS) RWY 23
NORTH CENTRAL STATE (SFZ)

**Circling 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. 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 1½, LNAV/VNAV all Cats visibility to 1½ and LNAV Cat C visibility to 1½. Rwy 23 helicopter visibility reduction below ½ SM NA.

**Missed Approach:**
- Climb to 2600 direct WALLU and hold.

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>PROVIDENCE APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>120.775</td>
<td>123.675</td>
<td>244.875</td>
<td>123.075</td>
</tr>
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</table>

**Procedure NA for arrivals on BOS:**
- VOR/DME airway radials 240 CW 278.

**Procedure NA for arrivals at BURDY** on V139-268 northeast bound.

**Missed APCH FIX**
- WALLU

**Procedures**
- LNAV only.

**1.2 NM to RW23**

**1.8 NM to RW23**

**2.6 NM to RW23**

**6.3 NM to RW23**

**Category**
- **LPV DA:** 679-7/8 250 (300-1/8)
- **LNAV/VNAV DA:** 849-1/2 420 (400-1/2)
- **LNAV MDA:** 820-1 391 (400-1) 820-1/2 391 (400-1/2)
- **Circling:** 900-1 459 (500-1) 900-1/2 459 (500-1/2)

**NH-1, 07 OCT 2021 to 02 DEC 2021**

**PAWTUCKET, RHODE ISLAND**

Amrd 1B 16JUL20

41°55’N-71°29’W
LOC RWY 5
NORTH CENTRAL STATE (SFZ)

Circling 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 ESUFE fix minimums S-5 Cat C visibility 1/4 mile.

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.

Procedure NA for arrivals on ORW VOR/DME airway radials 057 CW 128.

ESUFE fix minimums S-5 Cat C visibility 1/4 mile, and use Providence altimeter setting and increase all MDA 100 feet; altimeter setting. When local altimeter setting not received, Circling Rwy 15, 33 NA at night. VDP NA with Providence altimeter setting.

*1140 when using Providence altimeter setting.

ESUFE MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>1040-3/4</td>
<td>611 (600-3/4)</td>
<td>1040-1/2</td>
<td>611 (600-1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1040-1</td>
<td>599 (600-1)</td>
<td>1040-1/2</td>
<td>599 (600-1/2)</td>
</tr>
</tbody>
</table>

ESUFE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-5</td>
<td>800-3/4</td>
<td>371 (400-3/4)</td>
<td>800-1/2</td>
<td>371 (400-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>900-1</td>
<td>459 (500-1)</td>
<td>900-1/2</td>
<td>459 (500-1/2)</td>
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</tbody>
</table>
PAWTUCKET, RHODE ISLAND

VOR/DME PVD

115.6

APP CRS

001°

Rwylg

N/A

TDZE

N/A

Apt Elev

441

MISSPIED APPROACH: Climbing left turn to 2500 via ORW VOR/DME R-057 to FOSTY INT/ORW 23.5 DME and hold.

AWOS-3PT

120.775

PROVIDENCE APP CON *

123.675 244.875

CLNC DEL

124.35

UNICOM

123.075 (CTAF)

NoPT for arrivals on PVD VOR/DME airway radials 093 CW 297.

PAWTUCKET, RHODE ISLAND

AL-5256 (FAA) 21224

NE-1, 07 OCT 2021 to 02 DEC 2021

2500

ORW R-057

FOSY

△

UNTER INT PVD 7

PVD VOR/DME

One Minute Holding Pattern

The diagram illustrates a VOR approach at PAWTUCKET, RHODE ISLAND, with VOR/DME PVD settings, approach control frequencies, and holding pattern details. The approach includes instructions for missed approaches and local navigation aids.
**PAWTUCKET, RHODE ISLAND**

**AL-5256 (FAA)**

**VOR-B**

**NORTH CENTRAL STATE (SFZ)**

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<table>
<thead>
<tr>
<th>VOR/DME (PUT)</th>
<th>App Crs</th>
<th>RWY Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>N/A</th>
<th>N/A</th>
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<tr>
<td>117.4</td>
<td>111°</td>
<td></td>
<td></td>
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</table>

**Category B**

**MISSED APPROACH:** Climbing right turn to 2500 via ORW R-057 to FOSTY INT/ORW 23.5 DME and hold.

**When local altimeter setting not received, use Providence altimeter setting and increase all MDA 100 feet, increase Circling visibility 1/4 mile. Circling to RWY 15/33 NA at night.**

**AWOS-3PT:**
- Providence APP CON 123.675 244.875
- CLNC DEL 124.35
- UNICOM 123.075 (CTAF)

**PROVIDENCE APP CON**

**ELEV** 441

**111° 4.9 NM from FAF**

**CIRCLING**

**KNOTS**

**MIN:SEC**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>980-1</td>
<td>539 (600-1)</td>
<td>539 (600-1½)</td>
<td>NA</td>
<td></td>
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</tbody>
</table>

**AWOS-3PT:**

**PAWTUCKET, RHODE ISLAND**

**AWOS-3PT**

**Amdt 7C 16JUL20**

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**NE-1, 07 OCT 2021 to 02 DEC 2021**

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**41°55'N-71°29'W**

---

**301**
RNAV (GPS) RWY 8
PITTSFIELD MUNI (PSF)
**RNAV (GPS) RWY 26**

**PITTSFIELD MUNI (PSF)**

**Category**

- A
- B
- C
- D

**Amdt 2  30JAN20**

**ASOS**

135.375

**ALBANY APP CON**

132.825  307.2

**CLNC DEL**

128.6

**UNICOM**

122.7 (CTAF)

**Procedure NA for arrival on CTR VOR/DME airway radials 319 CW 082 and for arrival on CAM VOR/DME airway radials 108 CW 248.**

**RNP APCH.**

- Holding NA south of Rwy 8-32.
- Procedure NA for arrival on CTR VOR/DME airway radials 319 CW 082 and for arrival on CAM VOR/DME airway radials 108 CW 248.

**MWG:**

132.825  307.2

**Category:**

- A
- B
- C
- D

**LPV DA#**

1409-3/4  250 (300-3/4)

**LNAV/ VNAV DA**

1678-1/3  519 (500-1/3)

**LNAV MDA**

1911-2  752 (800-2)

**CIRCLING**

2220-1/4  1061 (1100-1/4)

2220-1/2  1061 (1100-1/2)

2220-3  1061 (1100-3)

2400-3  1212 (1300-2)

2680-3  1492 (1500-3)

**MISSED APPROACH:** Climb to 2800 then climbing left turn to 4000 direct HIDAL and hold. Missed approach requires minimum climb of 285 feet per NM to 2700.
CIRCLING

LOC RWY 26
PITTSFIELD MUNI (PSF)  

ASOS

ALBANY APP CON

CLNC DEL

UNICOM

135.375

147.25

128.225

129.2

128.6

122.73 (CTAF)

DME required.

MISSED APPROACH: Climb to 2800 on heading 259° then climbing left turn to 4000 on PWL VOR/DME R-021 to HIDAL/PWL 30 DME and hold. 

Missed approach requires minimum climb of 300 feet per NM to 2800.

LOC/DME 1-EIF 108.3

APP CRS 259°

Rwy Idg

TDZE

Apt Elevation

5791

1159

1188

PWL 25°

HIDAL

PWL 30°

Cambridge

115.0 CAM

Chan 97

Missed Approach Fix

HEKIR

I-EIF 8.7

Chan 98

Localizer 108.3

 Chan 20

Localizer Rwy 26

Elepe

I-EIF 32

Chan 98

Chester

115.1 CTR

Chan 98

Elevation 1188

TDZE 1159

259° 7.6 NM from FAF

One Minute Holding Pattern

HIDAL

PWL 30°

2800

4000

PWL R-021

HEKIR

I-EIF 5

Chan 98

ELEPE

I-EIF 8.7

Ch 98

2440

3.00°

TCH 50

3.9 NM

3.7 NM

079°

259°

5600

259°

3600

ELEV 1188

TDZE 1159

259° 7.6 NM

from FAF

2800

4000

PWL

R-021

HIDAL

HEKIR

I-EIF 5

Chan 98

ELEPE

I-EIF 8.7

Chan 98

2440

3.00°

TCH 50

3.9NM

3.7 NM

692 (700-1)

1212 (1300-3)

1492 (1500-3)

1540-1

381 (400-1)

1540-1

381 (400-1)

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381 (400-1)

1540-1

381 (400-1)

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381 (400-1)
RNAV (GPS) RWY 18
PITTSFIELD MUNI (2B7)

- WAAS CH 53342
- APP CRS 184°
- Rwy Idg 4003
- TDZE 197
- Apt Elev 197
- UNICOM 122.8 (CTAF)

**RNAV (GPS) RWY 18**

**BANGOR APP CON**

- 127.75
- 118.925
- 239.3

**POKUE**

- 0.5%
- 184°
- 2600 N oPT

**UNICOM**

- Procedure NA for arrivals at RINTH on V39 northeast bound.

**Building Automation**

- RINTH on V39 northeast bound.

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV</td>
<td>610-1%</td>
<td>413 (500-1%)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV/ VNAV</td>
<td>785-1%</td>
<td>588 (600-1%)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>740-1%</td>
<td>543 (600-1%)</td>
<td>740-1%</td>
<td>543 (600-1%)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>800-1</td>
<td>603 (700-1%)</td>
<td>880-2</td>
<td>683 (700-2)</td>
</tr>
</tbody>
</table>

**Use Bangor altimeter setting; when not received procedure NA.**

**Rwy 18**

- Helicopter visibility reduction below ¾ SM NA.
- Baro-VNAV NA.
- LNAV only.

**HOLD**

- 004°
- 2600

**4 KM Holding Pattern**

- 6000
- 2600

**184°**

**ETTOR**

- 1.7 NM to RWY 18
- 361° ± A

**RWY 18**

- 2100

**RINTH**

- 3000
- 277° (7)

**MIRL Rwy 18-36**

**MISSED APPROACH:** Climb to 2600 direct POKUE and hold.

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**PITTSFIELD, MAINE**

- 184° to RWY 18
- 361° ± A

**1.7 NM to ETTOR**

**KRANK**

**777° ±**

**523° ±**

**POKUE**

**184°**

**3.4 NM**

**3.4 NM**

**6.3 NM**

**ELEV 197**

**TDZE 197**

**305**
**RNAV (GPS) RWY 36**

**PITTSFIELD MUNI (2B7)**

**Unicom**

122.8 (CTAF)

**BANGOR APP CON**

118.925 239.3

**BGR ASOS**

127.75

**Altimeter Settings**

- **TDZE**: 194
- **Apt Elev**: 197

**Baro-VNAV NA. Use Bangor altimeter setting; when not received procedure NA.**

**BANGOR MUNI**

AL-5413 (FAA)

**Nearest VOR/DME**

- **BGR VORTAC**: 141
- **AUG VOR/DME**: 141

**RNAV (GPS) RWY 36**

**2600 direct OROSE and hold.**

**MISSED APPROACH: Climb to 2600 direct OROSE and hold.**

**MISSED APCH FIX**

- **4 NM to OROSE**

**AO-114 to RW 36**

**AO-114 to RW 36**

**RNAV (GPS) RWY 36**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

*MISSED APPROACH: Climb to 2600 direct OROSE and hold.*
RNAV (GPS) RWY 2
ROBERTSON FIELD (4B8)

Circling NA east of Rwy 02-20. Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Use Meriden altimeter setting, when not received, use Hartford altimeter setting and increase all MDA 20 feet, increase LP Cat C visibility ½ SM.

Procedure NA for arrival on MAD VOR/DME airway radials 258 CW 031.

Controller coordination:
- UNICOM 122.8 (CTAF)
- YANKA APP CON 134.925
- MMK ASOS 134.925
- CLNC DEL 134.5

MISSED APPROACH: Climb to 1900 then climbing left turn to 3000 direct BRISS and hold.

**RNAV (GPS) RWY 2**
ROBERTSON FIELD (4B8)

**Amdt 1 05DEC19**

**NE-1, 07 OCT 2021 to 02 DEC 2021**
ILS or LOC RWY 6
PLYMOUTH MUNI (PYM)

DME required for LOC only.

Circling Rwy 15 NA at night. Autopilot coupled approach NA below 1030 MSL. Rwy 6 helicopter visibility reduction below 1/2 SM NA. Inop table does not apply to S-ILS-6.

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.

V

ASOS
135.625

BOSTON APP CON
118.2 284.6

CLNC DEL
127.75

UNICOM
122.725 (CTAF)

122.9

Plymouth, Massachusetts

<table>
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<tr>
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<th>A</th>
<th>B</th>
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<tr>
<td>S-ILS 6</td>
<td>345-3/4</td>
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<td>S-LOC 6</td>
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<tr>
<td>CIRCLING</td>
<td>620-1</td>
<td>640-1</td>
<td>740-1/2</td>
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CIRCLING

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<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<td>056°</td>
<td>4350</td>
<td>145</td>
<td>148</td>
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Locaizer 109.35
I-PYM (IF)
Chan 30 (Y)

Procedures NA for arrival on PVD VOR/DME airway radials 093 CW 132.

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 40).

BUVKE INT
I-PYM (12.4)

*LOC only.

Alterante Misapch Fix

Bos 32.6

R-4101

I-PYM 12.4

BUVKE INT

Amdt 1G 08OCT21

NE-1, 07 OCT 2021 to 02 DEC 2021
Circling Rwy 15 NA at night. Rwy 6 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1/4 SM.

**ASOS**

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<tr>
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<th>Temp</th>
<th>Dewpt</th>
<th>Wind</th>
<th>Pressure</th>
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<tr>
<td>Providence PVD</td>
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<td>101°</td>
<td>(23.9)</td>
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Procedure NA for arrival on PVD VOR/DME airway radials 093 CW 165.

**Procedure NA for arrival on MVY VOR/DME airway radials 282 CW 313.**

**MISSED APPROACH:**

- Climb to 600 then climbing right turn to 1900 direct FREDO and hold.
- VNAV and RNAV glidepath not coincident

**LPV**

- DA: 345-3/4
- MDA: 500-3/4
- CIRCLING:
  - 620-1
  - 472 (500-1)

**PLM**

- AL-5295 (FAA)
- 20282
- NE-1, 07 OCT 2021 to 02 DEC 2021
- MAVT 600-1
- NE-1, 07 OCT 2021 to 02 DEC 2021

**PLM MUNI (PYM)**

- RNAV (GPS) RWY 6
- 309
**RNP APCH.**

Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15 NA at night.

**Missed Approach:** Climb to 600 then climbing left turn to 2000 direct GAILS and hold.

**ASOS**

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<td>284.6</td>
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**ATC Frequencies**

- **UNICOM** 122.725 (CTAF)
- **ASOS** 122.9 (CTAF)

---

**Map Diagram**

- **MISSED APCH Fix**
  - GAILS: 4 NM
- **Visual Segment - Obstacles**
  - 600
  - 2000
  - GAILS

**Altitude and TDZE**

- **ELEV** 148
- **TDZE** 147

**Category**

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<td>472 (500-1)</td>
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</tbody>
</table>

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**Notes**

- **REIL Rwy 24**
- **MIRL Rwy 6-24 and 15-33**

---

**AL-5295 (FAA)**

**20282**

**PLYMOUTH, MASSACHUSETTS**

**RAV (GPS) RWY 15**

**PLYMOUTH MUNI (PYM)**

**41°55'N-70°44'W**
Circling Rwy 15 NA at night.
Rwy 24 helicopter visibility reduction below 0.3 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
RNAV (GPS) RWY 33
PLYMOUTH MUNI (PYM)

**ASOS**
- 135.625

**BOSTON APP CON**
- 118.2

**CLNC DEL**
- 127.75

**UNICOM**
- 122.725 (CTAF)

**Apt Elev**
- 148

**TDZE**
- 142

**LNAV/VNAV NA** below -18°C or above 54°C.

**Procedure**
- NA for arrivals at MVY VOR/DME on V1.46 northwest bound.

**RNP APCH.**
- Circling RW 15 NA at night. RW 33 helicopter visibility reduction below ¾ SM NA.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

**Missed Approach:** Climb to 700 then climbing right turn to 3000 direct GAILS and hold.

**Category**
- A
- B
- C
- D

**DA**
- LPV: 393-3/4
- LNAV/VNAV: 486-1
- LNAV MDA: 660-1

**GAILS**
- 1.5 NM to RW33

**DORPY**
- 0.5 NM TCH 40

**HAREK**
- 1.5 NM to RW33

**CALD**
- 2000

**CALED**
- 2000

**CIRCLING**
- 1.5 NM to RW33

**FLUOR**
- 3000

**GAILS**
- 170° 3 NM

**4 NM**
- 3000

**CALED**
- 4° 2000
- 1° 3000

**CALED**
- 1° 2000

**MIRL Rwy 24**
- MIRL Rws 6-24 and 15-33
For inoperative ALSF-2, increase S-LOC 11 Cat C/D visibility to 1 1/4 mile. Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

Procedure NA for arrivals on CON VOR/DME airway radials 037 CW DME airway.

Procedure NA for arrivals on ENE VOR/DME airway radial 062.

During holding pattern at FAF, climb to 600 then climbing right turn to 3000 direct ENE VOR/DME and hold.

FINUS FIX MINIMUMS

For inoperative ALSF-2, increase S-LOC 11 Cat C/D visibility to 1 1/4 mile. Increase FINUS fix minimums S-LOC 11 Cat C/D visibility to RVR 5500.

Procedure NA for arrivals on CON VOR/DME airway radials 037 CW DME airway.

Procedure NA for arrivals on ENE VOR/DME airway radial 062.
DME or RADAR required. DME required when Portland approach control closed.
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 Autolander or HUD to touchdown.

- PORTLAND INTL JETPORT (PWM)

**ILS RWY 29 (SA CAT I & II)**

**LOC/DME I-GCS**
- 109.9
- Chan 36

**APP CRS**
- 200°

**Rwy Idg**
- 7200

**TDZE**
- 56

**Apt Elev**
- 76

**PORTLAND, MAINE**

**ATIS**
- 119.05

**PORTLAND APP CON**
- 119.75
- 269.35

**PORTLAND TOWER**
- 120.9 (CTAF)
- 257.8

**GND CON**
- 121.9

**CLNC DEL**
- 121.9

**UNICOM**
- 122.95

- **EFIS**
  - 119.05
  - 119.75
  - 269.35
  - 120.9
  - 257.8
  - 121.9
  - 121.9
  - 122.95

**MALSR**
- 76

**TDZE**
- 56

**CDOGG or SCOGS arrivals.**

**NoPT at SAPPE for arrival on CDOGG or SCOGS arrivals.**

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (GPS) RWY 11
PORTLAND INTL JETPORT (PWM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

ATIS: 119.05
PORTLAND APP CON: 119.75/269.35
PORTLAND TOWER: 120.90 (CTAF) 257.8
GND CON: 121.9
CLNC DEL: 121.9
UNICOM: 122.95

Procedure NA for arrivals at SERPA on V3-39 northeast bound.

NoPT at BUXTO for arrival on CDOGG or SCOGS arrivals.

Procedure NA for arrivals at LIMER on V3-39 southwest bound.

Procedure NA for arrivals at ENE VOR/DME on airway radials 300 CW 062.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

ATIS: 119.05
PORTLAND APP CON: 119.75/269.35
PORTLAND TOWER: 120.90 (CTAF) 257.8
GND CON: 121.9
CLNC DEL: 121.9
UNICOM: 122.95

Procedure NA for arrivals at SERPA on V3-39 northeast bound.

NoPT at BUXTO for arrival on CDOGG or SCOGS arrivals.

Procedure NA for arrivals at LIMER on V3-39 southwest bound.

Procedure NA for arrivals at ENE VOR/DME on airway radials 300 CW 062.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

ATIS: 119.05
PORTLAND APP CON: 119.75/269.35
PORTLAND TOWER: 120.90 (CTAF) 257.8
GND CON: 121.9
CLNC DEL: 121.9
UNICOM: 122.95

Procedure NA for arrivals at SERPA on V3-39 northeast bound.

NoPT at BUXTO for arrival on CDOGG or SCOGS arrivals.

Procedure NA for arrivals at LIMER on V3-39 southwest bound.

Procedure NA for arrivals at ENE VOR/DME on airway radials 300 CW 062.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
RNAV (GPS) RWY 18
PORTLAND INTL JETPORT (PWM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Rwy 18 helicopter visibility reduction below 3/4 SM NA.

ATIS
119.05

PORTLAND APP CON *
119.75 269.35

PORTLAND TOWER *
120.9 (CTAF) 257.8

GND CON
121.9

CINC DEL
121.9

UNICOM
122.95

Procedure NA for arrivals at BRNNS on V93 and T295 northeast bound.

Radar required for procedure entry at JUVIN.

MISSED APPROACH: Climb to 3100 direct JUVIN and hold, continue climb-in-hold to 3100.

LPV DA
300-3/4
250 (300-3/4)

LNAV/ VNAV DA
477-1/8
427 (500-1/8)

LNAV MDA
740-1 690 (700-1)

740-2 690 (700-2)

740-2
664 (700-2)

860-2/5
784 (800-2/5)

CIRCLING
740-1 664 (700-1)

740-2
664 (700-2)

784 (800-2/5)

3100
280° (11.8)

3100
280° (11.8)

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3100
280° (11.8)
RNAV (GPS) RWY 29
PORTLAND INTL JETPORT (PWM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1/2 mile, increase LNAV Cat C/D visibility to 1/4 mile.

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

* LNAV only

MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals on AUG VOR/DME airway radials 141 CW 251.

Procedure NA for arrivals at ENE VOR/DME on V93-T295 southwest bound.

**256/24 200 (200-1/2)

LNAV/VNAV DA

656/24 524 (600-1/2)

LNAV MDA

580/55 524 (600-1)

CIRCLING

544 (600-1) 564 (600-1)

NE-1, 07 OCT 2021 to 02 DEC 2021

**
Missed Approach: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

NOTE: For Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CON DME

must be operational for Takeoff Rwy 11.

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 030° 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 (HSKEL3.BAUER):
CAMBRIDGE TRANSITION (HSKEL3.CAM):
HANAA TRANSITION (HSKEL3.HANAA):
SYRACUSE TRANSITION (HSKEL3.SYR):

LOST COMMUNICATIONS: If radio contact not established within 2 minutes after departure, proceed on course via HSkel

RNAV route to requested altitude or 10000, whichever is lower.
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 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 (NUBLE4.BAF):
CALVERTON TRANSITION (NUBLE4.CCC):
JJIMY TRANSITION (NUBLE4.JJIMY):
NELIE TRANSITION (NUBLE4.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.

NOTE: Chart not to scale.
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 3000 or as assigned by ATC. Expect clearance to filed altitude five (5) minutes after departure. When tower closed maintain 5000, contact Boston Center.
**ILS or LOC RWY 16**

**PORTSMOUTH INTL AT PEASE (PSM)**

**DME required for missed approach.**

Circling NA east of RWY 16-34. For inop ALS, increase ILS RWY 16 Cat E visibility to 1 1/2 SM. CARAY Fix Minimums: For inop ALS, increase S-LOC 16 Cat E visibility to RVR 6000.

**MISSING APPROACH:** Climb to 1000 on PSM VOR/DME R-164 to IDEED/PSM VOR/DME 12.3 DME and hold.

**LOCALIZER 110.1**

**VGS1 and ILS glidepath not coincident**

### Category

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
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<td>440 (500-1)</td>
<td>560-1</td>
<td>560 (500-1)</td>
<td>680-2</td>
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<td>380 (400-1)</td>
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<td>460 (500-1)</td>
<td>680 (600-2)</td>
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**ALTERNATE MISSED APCH FIX**

**MISSING APCH FIX**

**CARAY MINIMUMS**

- S-LOC 16
- CIRCLING

**ATIS**

**PORTSMOUTH TOWER**

**MISSED APPROACH**

- Climb to 1000 on PSM VOR/DME R-164 to IDEED/PSM VOR/DME 12.3 DME and hold.

**PORTSMOUTH, NEW HAMPSHIRE**

Amdt 2B 25FEB21

43°05'N-70°49'W

327
**RNAV (GPS) RWY 34**

PORTSMOUTH INTL AT PEASE (PSM)

**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

**UNICOM**

122.95

---

**MALSR**

Missed Approach: Climb to 3000 directly ITAWA and hold.

---

**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

**UNICOM**

122.95

---

**MALSR**

Missed Approach: Climb to 3000 directly ITAWA and hold.

---

**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

**UNICOM**

122.95

---

**MALSR**

Missed Approach: Climb to 3000 directly ITAWA and hold.

---

**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

**UNICOM**

122.95

---

**MALSR**

Missed Approach: Climb to 3000 directly ITAWA and hold.
HOLDING INSTRUCTIONS IS REQUIRED.

READBACK OF ALL RUNWAY CROSSING CLEARANCES.

CAUTION: BE ALERT TO

16 A C A

34 F

FIELD ELEV 100

70°50'W

21280

ELEV 163.8°

PORTSMOUTH INTL AT PEASE (PSM)

NE-1, 07 OCT 2021 to 02 DEC 2021
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to at or above 500, then turn right heading 220° or as assigned by ATC for RADAR vectors to assigned route/navaid/fix, thence . . . .

TAKEOFF RUNWAY 34: Climb on heading 345° 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.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 165° to 500, continue climb to 3000 or as assigned by ATC, thence... . . .

TAKEOFF RUNWAY 34: Climb on heading 345° 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.
Circling Rwy 10, 19 NA at night. For inop ALS, increase S-LOC Cat C/D visibility to 1 1/2 SM. DME from PQI VOR/DME. Simultaneous reception of I-PQI and PQI DME required.

Procedure NA for arrivals at PQI VOR/DME on T295 northbound.

Procedure NA for arrival on MLT VOR/DME airway radials 066 CW 097°.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct PQI VOR/DME and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 19
PRESQUE ISLE INTL (PQI)

Rwy 19 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct CORAC and hold.

<table>
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<th>BOSTON CENTER</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<td>124.75</td>
<td>239.05</td>
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<tr>
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<td></td>
<td></td>
<td>122.8</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 28
PRESQUE ISLE INTL (PQI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

AWOS-3PT 118.025  BOSTON CENTER 124.75 239.05  CLNC DEL 121.6  UNICOM 122.8 (CTAF) 122.6

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>765-1</td>
<td>292 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1081-1 3/4</td>
<td>608 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>547 (500-1)</td>
<td>1020-1 3/4</td>
<td>547 (600-1)</td>
</tr>
</tbody>
</table>

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**AWOS-3PT** 118.025  **BOSTON CENTER** 124.75  **CLNC DEL** 121.6  **UNICOM** 122.8 (CTAF) 122.6

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>765-1</td>
<td>292 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1081-1 3/4</td>
<td>608 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>547 (500-1)</td>
<td>1020-1 3/4</td>
<td>547 (600-1)</td>
</tr>
</tbody>
</table>

**AWOS-3PT** 118.025  **BOSTON CENTER** 124.75  **CLNC DEL** 121.6  **UNICOM** 122.8 (CTAF) 122.6

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.

<table>
<thead>
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<th>D</th>
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<tbody>
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<td>LPV DA</td>
<td>765-1</td>
<td>292 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1081-1 3/4</td>
<td>608 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>547 (500-1)</td>
<td>1020-1 3/4</td>
<td>547 (600-1)</td>
</tr>
</tbody>
</table>

**AWOS-3PT** 118.025  **BOSTON CENTER** 124.75  **CLNC DEL** 121.6  **UNICOM** 122.8 (CTAF) 122.6

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3500 direct JURDO and hold. Continue climb-in-hold to 3500.

<table>
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<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>765-1</td>
<td>292 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1081-1 3/4</td>
<td>608 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1140-1</td>
<td>547 (500-1)</td>
<td>1020-1 3/4</td>
<td>547 (600-1)</td>
</tr>
</tbody>
</table>
MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct PQI VOR/DME and hold.

VGSI and descent angles not coincident (VGSI Angle 3.70°/TDZE 50°).
RNAV (GPS) RWY 15
PRINCETON MUNI (PNN)

AWOS-AV 122.7
BOSTON CENTER 124.25 290.5
UNICOM 122.7 (CTAF)

Rwy 15 helicopter visibility reduction below ½ SM NA. VDP NA when using Bangor altimeter setting. When local altimeter setting not received, use Bangor altimeter setting and increase MDA 160 feet; increase LNAV Cat C and D and Circling Cat C and D visibility ½ SM.

MISSED APPROACH:
Climb to 1000 then climbing right turn to 3000 direct DEJZU and hold.

Visual Segment - Obstacles

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>640-1</td>
<td>375 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>700-1</td>
<td>880-1</td>
<td>980-2</td>
<td>980-2¼</td>
</tr>
</tbody>
</table>

PRINCETON, MAINE
Amdt 1D 26MAR20
45°12'N - 67°34'W
339
DME or RADAR required for procedure entry.

- **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. Procedure NA when tower closed.

**MALSR**

**MISSING APPROACH**: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ ORW 23.5 DME and hold.

**D-ATIS**

- **PROVIDENCE APP CON**: 124.2
- **PROVIDENCE TOWER**: 120.7 (CTAF) 257.8

**APP CRS**

- **PROVIDENCE, RHODE ISLAND**: 123.675, 244.875

**PROVIDENCE, RHODE ISLAND**

- **CLNC DEL**: 126.65 348.6

**LOC/DME I-ARJ**

- **109.3**
- **APP CRS**: 227°
- **Rwy ldg**: 8700
- **TDZE**: 50
- **Apt Elev**: 54

**GND CON**

- **121.9 348.6**

**DME or RADAR**

- **124.2**
- **PROVIDENCE APP CON**: 123.675, 244.875

**PROVIDENCE TOWER**

- **120.7 (CTAF) 257.8**

**GND CON**

- **121.9 348.6**

**CLNC DEL**

- **126.65 348.6**

**LOCALIZER 109.3**

- **I-ARJ**: 5.6

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**REIL Rwy 5**

- **TDZ/CL Rwy 5**: 50
- **REIL Rwy**: 16
- **HIRL Rwy 5-23 and 16-34**: 50

**SEP**

- **PVD TCH 51**
- **R 047° (6.2)**

**R-321**

- **MISSED APPROACH**: Climb to 700 then climbing right turn to 2500 on heading 350° and PVD VOR/DME R-321 to FOSTY INT/ ORW 23.5 DME and hold.

**PROVIDENCE, RHODE ISLAND**

- **PROCEDURENA when tower closed.**

**SA CAT II**: Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown. Procedure NA when tower closed.

**SA CAT I**: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**LOC/DME I-ARJ**

- **109.3**
- **APP CRS**: 227°
- **Rwy ldg**: 8700
- **TDZE**: 50
- **Apt Elev**: 54

**PROVIDENCE, RHODE ISLAND**

- **CLNC DEL**: 126.65 348.6

**D-ATIS**

- **PROVIDENCE APP CON**: 124.2
- **PROVIDENCE TOWER**: 120.7 (CTAF) 257.8

**APP CRS**

- **PROVIDENCE, RHODE ISLAND**: 123.675, 244.875

**GND CON**

- **121.9 348.6**

**CLNC DEL**

- **126.65 348.6**

**LOCALIZER 109.3**

- **I-ARJ**: 5.6

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**REIL Rwy 5**

- **TDZ/CL Rwy 5**: 50
- **REIL Rwy**: 16
- **HIRL Rwy 5-23 and 16-34**: 50
For uncompensated Baro-VNAV systems, procedure NA below.
-15°C (5°F) or above 48°C (118°F). RF required. For inop MALSR, increase RNP 0.30 all Cats visibility to 1/4. GPS Required.

Climb to 2500 on track 227° to WIKIT and right turn to STUFY and on track 013° to FOSTY and hold.

Authorization Required

NE-1, 07 OCT 2021 to 02 DEC 2021
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When tower closed: increase LPV, LNAV/VNAV all Cats and LNAV Cats A and B visibilities to 3/4 SM, and LNAV Cats C and D visibility to 1 SM. When control tower closed: For inop ALS, increase LNAV Cats C and D visibility to 3/4 SM.

**ALSF-2**

**MISSING APPROACH:** Climb to 800 then climbing left turn to 2500 direct FOSTY and hold.

### D-ATIS

- PROVIDENCE APP CON *
- PROVIDENCE APP CON *
- PROVIDENCE TOWER *
- PROVIDENCE TOWER *
- GND CON 121.9 348.6
- CLNC DEL 126.65 348.6

### RNAV (GPS) RWY 5

**RHODE ISLAND TF GREEN INTL (PVD)**

### APP CRS

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>253/18</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>361/24</td>
<td>308 (400-1/2)</td>
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</tr>
<tr>
<td>LNAV MDA</td>
<td>460/24</td>
<td>407 (500-1/5)</td>
<td>460/40</td>
<td>407 (500-1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>640-1</td>
<td>586 (600-1)</td>
<td>640-1½</td>
</tr>
</tbody>
</table>

### Nearest VOR/DME/DME

- 2600 (PVD)
- 700 (REIL)
- 180 (REIL)
- 300 (REIL)
- 047° to RW05

### CIRCLING

- Providence, Rhode Island
- Amdt 1 07DEC17
- 41°43'N - 71°26'W
- NE-1, 07 OCT 2021 to 02 DEC 2021
RNAV (GPS) RWY 16
RHODE ISLAND TF GREEN INTL (PVD)

MISSED APPROACH: Climbing left turn to 2500 direct AVONN WP and hold.

D-ATIS | PROVIDENCE APP CON | PROVIDENCE TOWER | GND CON | CLNC DEL
--- | --- | --- | --- | ---
124.2 | 123.675 | 120.7 (CTAF) 257.8 | 121.9 348.6 | 126.65 348.6

A 1548

Rwy 16 helicopter visibility reduction below 3/4 SM NA.

PROVIDENCE, RHODE ISLAND
AL-333 (FAA)
RNAV (GPS) RWY 34
RHODE ISLAND TF GREEN INTL (PVD)

**RNP APCH.**

<table>
<thead>
<tr>
<th>D-ATIS</th>
<th>PROVIDENCE APP CON*</th>
<th>PROVIDENCE TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.2</td>
<td>123.675 244.875</td>
<td>120.7 (CTAF) 257.8</td>
<td>121.9 348.6</td>
<td>126.65 348.6</td>
</tr>
</tbody>
</table>

**Procedures**

- Procedure NA for arrivals at INNDY on V139-151 eastbound and V268 northeast bound.

- Procedure NA for arrivals at WACKY on V374 westbound and V139 southwest bound, and on V58, T216 northwest bound.

**Category**

- **A**
  - LNAV only.
- **B**
  - RW34 1.5 NM to RW34
- **C**
  - 1.5 NM
- **D**
  - 4.2 NM
- **E**
  - 6.8 NM

**Missed Approach:**

- Climb to 2500 direct KUNDE and on track 316° to FOSTY and hold.

**MISSED APPROACH:**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000. For inop MALSR, increase LNAV Cat A/B visibility to RVR 5500, and Cat C/D visibility to RVR 6000. Rwy 34 helicopter visibility reduction below RVR 4000 NA.

**RNAV (GPS) RWY 34**

- **MALSR**
  - HIRL Rwy 5
  - TDZ/CL Rwy 5
  - REIL Rwy 16
  - REIL Rwy 5-23 and 16-34

**RNAV (GPS) RWY 34**

- **VAIS**
  - HDG 506 (600-1)
  - 506 (600-1)
  - 586 (600-1)
  - 586 (600-1½)
  - 806 (900-2½)

**CTAF**

- PROVIDENCE TOWER 121.9 348.6
**PROVIDENCE, RHODE ISLAND**

**VOR/DME RWY 16**

**RHODE ISLAND TF GREEN INTL (PVD)**

**MISSING APPROACH:** Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

---

**D-ATIS**

124.2

**PROVIDENCE APP CON**

123.675 244.875

**PROVIDENCE TOWER**

120.7 (CTAF) 257.8

**GND CON**

121.9 348.6

**CLNC DEL**

126.65 348.6

---

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**CIRCLING**

600-1 546 (600-1)

640-1 586 (600-1)

860-2 586 (600-1)

806 (900-2)

---

**CATEGORY**

A

B

C

D

S-16

600-1 546 (600-1)

600-1 546 (600-1)

600-1 546 (600-1)

600-1 546 (600-1)

**5.4**

**3.7**

**0.4**

**RHODE ISLAND TF GREEN INTL (PVD)**

**VOR/DME RWY 16**

**TWR**

5516

**Rwy Idg**

TDZE

Apt Elev

54

54
For inoperative MALSR increase S-23 Cats A, B, and C visibility to RVR 5000, Cat D visibility to RVR 6000.

**MISSING APPROACH:** Climbing right turn to 2500 via PVD R-321 to FOSTY INT and hold.

### PROVIDENCE APP CON
- **D-ATIS:** 124.2
- **PROVIDENCE APP CON:** 123.675 244.875
- **PROVIDENCE TOWER:** 120.7 (CTAF) 19 257.8
- **GND CON:** 121.9 348.6
- **CLNC DEL:** 126.65 348.6

### Diagram Details

- **2500**
- **PVD R-321**
- **FOSTY**

- **PROVIDENCE VOR/DME**
- **BRIGG (IAF)**
- **PROVIDENCE (PVD) VOR/DME 233° (547° to 233°)**

### Flight Path

- **Heading:** 115.6°
- **Distance:** 0.5 NM
- **Course:** 233°
- **Elevation:** 54°
- **TDZE:** 50°

### Categories

<table>
<thead>
<tr>
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<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-23</td>
<td>500/40</td>
<td>450 (500-1)</td>
<td>500/45</td>
<td>500/50</td>
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<tr>
<td></td>
<td>500/45</td>
<td>450 (500-1)</td>
<td>450 (500-1)</td>
<td>860-2.5</td>
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<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>506 (600-1)</td>
<td>586 (600-1)</td>
<td>586 (600-1)</td>
</tr>
</tbody>
</table>

### Additional Details

- **PROVIDENCE, RHODE ISLAND**
- **PROVIDENCE, RHODE ISLAND TOWER**
- **CTAF:** 103
- **Channel:** 103
- **Amdt:** 6H 20JUN19
- **Location:** 41°43'N-71°26'W
- **Regional Airport:** PROVIDENCE TF GREEN INTL (PVD)
- **Date:** 18JUN19
For inop ALS, increase S-5 Cats A and B visibility to 3 SM, and S-5 Cats C and D visibility to 1 1/4 SM. When control tower closed: increase S-5 Cats A and B visibility to 3 SM, and S-5 Cats C and D visibility to 1 1/4 SM.

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.

Amdt 15 07DEC17

PROVIDENCE, RHODE ISLAND

PROVIDENCE, RHODE ISLAND

PROVIDENCE APP CON

PROVIDENCE TOWER

GND CON

CLNC DEL

PROVIDENCE, RHODE ISLAND

PROVIDENCE, RHODE ISLAND

VOR/DME PVD

115.6

APP CRS

041°

Rwy Idg 8700

APt Elev 53

54

TDZE

815

307

338

120

126.65

348.6

PROVIDENCE, RHODE ISLAND

AL-333 (FAA)

21280

VOR RWY 5

RHODE ISLAND TF GREEN INTL (PVD)

PROVIDENCE, RHODE ISLAND
VOR Y RWY 34
RHODE ISLAND TF GREEN INTL (PVD)

PROVIDENCE, RHODE ISLAND
Amdt 5A 30JAN20

VOR/DME PVD
115.6 (PVD)
Channel 103

APP CRS 326°
Rwy Idg 6081
TDZE 50
Apt Elev 54

D-ATIS
124.2

PROVIDENCE APP CON
123.675

PROVIDENCE TOWER
120.7 (CTAF)

GND CON
121.9

CLNC DEL
348.6

PROVIDENCE, RHODE ISLAND (PVD)

Rwy 34 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-34 Cat A/B visibility to RVR 5500.

MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.

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MISSED APPROACH: Climb to 2500 on PVD VOR/DME R-321 to FOSTY INT and hold.
PROVIDENCE, RHODE ISLAND

VOR/DME PVD
115.6
Channel 103

APP CRS
326°

Rwy IDG
6081

TDZE
50

Apt Elev
54

TDZE
50

115.6
PVD

827

453

300

547

310

171

203

2100

PVD

Rwy 34 helicopter visibility reduction below RVR 4000 NA.

DME required. For inop ALS, increase Cat A/B visibility to RVR 5500,

and Cat C/D to RVR 6000.

D-ATIS
124.2

PROVIDENCE APP CON
123.675

PROVIDENCE TOWER
120.7 (CTAF) 257.8

GND CON
121.9 348.6

CLNC DEL
126.65 348.6

DME REQUIRED

1148

PROVIDENCE PVD

1148

PVD

326°

600

RSDEE

PVD

2.2

2100

PVD [10] Arc

1200

326°

2100

VOR/DME

PVD

R-321

FOSTY

PVD

2500

PVD

R-321

CHAIS

PVD

10

CLAUS

PVD

547

310

171

203

2100

R-115

PVD

10

Arc

M DEE

PVD

2.2

3.10°

TCH 60

600

SUDA

PVD

0.6

(PVD)

PROVIDENCE TOWER

PROVIDENCE, RHODE ISLAND

MALSR

MISSING APPROACH: Climb to 2500

on PVD VOR/DME R-321 to FOSTY INT/

ORW 23.5 DME and hold.

PROVIDENCE, RHODE ISLAND

R-115

PVD

10

Arc

RSDEE

PVD

2.2

0.5 NM

0.6 NM

1.1 NM

1.8 NM

6 NM

CATEGORY

A

440/40

390 (400-¾)

B

C

D

S-34

560-1

640-1

640-1½

860-2½

CIRCLING

506 (600-1)

586 (600-1)

586 (600-1½)

806 (900-2½)

41°43'N-71°26'W

RHODE ISLAND TF GREEN INTL (PVD)

VOR Z RWY 34

Amdt 6 07DEC17
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
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 ½ mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to ½ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

### Participant Information

<table>
<thead>
<tr>
<th>AWOS-3PT</th>
<th>BOSTON APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.275</td>
<td>118.2</td>
<td>120.65</td>
<td>122.8</td>
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</table>

**Amdt 1 04FEB16**

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 ½ mile and all MDA 80 feet. For inop MALSF when using Hyannis altimeter setting, increase LPV Cat A/B visibility to ½ mile. Baro-VNAV and VDP NA when using Hyannis altimeter setting.

### MALSF

**CLNC DEL**

20:00

**UNICOM**

122.85

**AWOS-3PT**

119.275

**BOSTON APP CON**

118.2

**MISSED APCH FIX**

4 NM

**WULGA**


### Map Details

- **DUNKK**
- **ODNRAE**
- **WOMEEK**
- **PHONY**
- **FABIX**
- **CLNC DEL**
- **UNICOM**
- **WULGA**

### Category Table

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>LPV DA</td>
<td>208-3/4</td>
<td>200 (200-3/4)</td>
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<td>LNAV/VNAV DA</td>
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<td>260 (300-3/4)</td>
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<td>352 (400-3/4)</td>
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<tr>
<td>CIRCLING</td>
<td>460-1</td>
<td>452 (500-1)</td>
<td>660-1</td>
<td>652 (700-1)</td>
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</table>
RNAV (GPS) RWY 25
PROVINCETOWN MUNI (PVC)

AWOS-3PT
119.275
BOSTON APP CON
118.2
CLNC DEL
120.65
UNICOM
122.8 (CTAF)

122.85

MCA RW25 25 NM

APP CRS
255°
Rwy Idg
TDZE
raft Elev
3502
8
8

1800

3000
JOEBE

VGSI and descent angles not coincident (VGSI Angle 30.00/TCH 40).

JANAG

WULGA

Holding Pattern

4 NM

MISSED APPROACH: Climb to 3000 direct JOEBE and hold.

DE/DE RNP 0.3 NA. When local altimeter setting not received, use Hyannis altimeter setting and increase all MDA 80 feet. Rwy 25 helicoper visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night.

PROVINCETOWN, MASSACHUSETTS
AL-5313 (FAA)

42°04'N-70°13'W

PROVINCETOWN MUNI (PVC)

Orig-C 07DEC17

NE-1, 07 OCT 2021 to 02 DEC 2021
Amdt 2C 01FEB18

Apt Elev 247° to PVC NDB

REIL Rwy 25
HIRL Rwy 7-25

AWOS-3PT
119.275

BOSTON APP CON
118.2

CLNC DEL
120.65

UNICOM
122.8 (CTAF)
122.85 (PVC)

PROVINCETOWN, MASSACHUSETTS

TDZE 8

ELEV 8

30°04'N-70°13'W

359
RANGELEY, MAINE

APP CRS
091°

Rwy Idg
N/A

TDZE
N/A

Apt Elev
1518

RANGELEY LAKE (M57)

RNAV (GPS)-C

PROCEDURE NA at night. Obtain local altimeter on CTAF; when not received, use Berlin altimeter setting.

CENTER

124.25  290.5

CTAF

122.9

BOSTON CENTER

CIRCLING
2400-1½
882 (900-1¼)
1102 (1200-1½)

NA

BERLIN ALTIMETER SETTING MINIMUMS

CIRCLING
2540-1½
1022 (1100-1¼)
1242 (1300-1½)

NA

MISSED APPROACH: Climb to 6000 direct SAWTO and on track 044° to EYEES and hold, continue climb-in-hold to 6000.

SHINY

FOXAL

ZEMSI

SAWTO

EYEES

3600
064°

1799±

091°

5 NM

HOLD

8000

6000

244°

064°

3600

10 NM

3.4 NM

ELEV 1518

44°57'N-70°40'W

RANGELEY LAKE (M57)

RNAV (GPS)-C

Amdt 1 10SEP20

NE-1, 07 OCT 2021 to 02 DEC 2021
RANGELEY, MAINE

AL-6863 (FAA) 20366

RNAV (GPS)-D

STEPHEN A BEAN MUNI (8B0)

AWOS-3PT  118.00
BOSTON CENTER  124.25  290.5
UNICOM  122.8 (CTAF)

APP CRS 065°
Rwy Idg N/A
TDZE N/A
Apt Elev 1825

RNP APCH.

MISSED APPROACH: Climbing right turn to 6000
direct SHINY and hold, continue climb-in-hold to 6000.

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)

AWOS-3PT

BOSTON CENTER  124.25  290.5

UNICOM  122.8 (CTAF)
Inop table does not apply to LPV and LNAV/ VNAV all Cats.

For uncompensated Baro-VNAV systems, LNAV/ VNAV NA below -20°C or above 54°C.

For inop ALS, increase LNAV visibility Cat A and B to 1 SM and Cat C to 1 1/4 SM.

**RNAV (GPS) RWY 33**

**SKYHAVEN (DAW)**

**ASOS** 135.275  **BOSTON APP CON** 125.05  269.4  **UNICOM** 122.7 (CTAF)

**RNAV (GPS) RWY 33**

**SKYHAVEN (DAW)**
**ROCHESTER, NEW HAMPSHIRE**

**AL-5978 (FAA)**

**NDB RWY 33**

**SKYHAVEN (DAW)**

**ASOS** 135.275  **BOSTON APP CON** 125.05 269.4  **UNICOM** 122.7 (CTAF)

**REMARKS**

- MISSED APPROACH: Climbing right turn to 1900 direct ESG NDB and hold.

**ELEV** 322  **TDZE** 322

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
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<tr>
<td>5-33</td>
<td>860-1 538 (600-1)</td>
<td>860-1½ 538 (600-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1020-1 698 (700-1)</td>
<td>1020-2 698 (700-2)</td>
<td>NA</td>
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</table>

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**ROCHESTER, NEW HAMPSHIRE**

**Amdt 4D 31 DEC 20**

**364° 43°17'N-70°56'W**
DME or RADAR REQUIRED

AWOS-3PT
119.025

PORTLAND APP CON *
120.4 299.2

CLNC DEL
123.8

UNICOM
123.05 (CTAF)

NOXKS I-RMZ 6.3
AUG 16.7

LOCALIZER
111.7

Channel 54

AUGUSTA
114.95 AUG

MIA SUH 25 NM

ZIGOS I-RMZ

#760 when using Wiscasset altimeter setting.

One Minute Holding Pattern

NOXKS I-RMZ

700

1800

2000

2000

309°

129°

129°

1800

3.3 NM

1.1 NM

1.1 NM

GS 3.00°

TCH 51

Amdt 2 22JUN17

ROCKLAND, MAINE

KNOX COUNTY RGNL (RKD)

ROCKLAND, MAINE

ILS or LOC RWY 13

KNOX COUNTY RGNL (RKD)

NE-1, 07 OCT 2021 to 02 DEC 2021

44°04'N - 69°06'W

365
RNAV (GPS) RWY 3
KNOX COUNTY RGNL (RKD)

RnP APCH.

Missed Approach: Climb to 3000 directed HEVUR and track 300° to Razzr and hold.

Awos-3Pt 119.025 Portland App Con* 120.4 299.2 Clnc Del 123.8 Unicom 123.05 (CTAF)

Apt Elev 55

Category
A
B
C
D

LPV DA 374-1 320 (400-1 4)

Lnav/VNAV DA 459-1 405 (500-1 2)

Lnav MDA 560-1 506 (600-1) 560-1 506 (600-1 1) 560-1 506 (600-1 1)

Circling 600-1 545 (600-1) 720-3 665 (700-1 4) 1140-3 1085 (1100-3)

Rockland, Maine
Orig-b 20Jun19

44°04'N - 69°06'W

Rockland, Maine
AL-993 (FAA)

20338

Razzr

Procedure NA for arrivals at Razzr on V302W northeast bound and T295, V93 northeast bound.

Vgsi and Rnav Glidepath not coincident (Vgsi Angle 3.00°/TCH 34).
RNAV (GPS) RWY 13
ROCKLAND, MAINE

**AWOS-3PT** 119.025
**PORTLAND APP CON** 120.4 299.2
**CLNC DEL** 123.8
**UNICOM** 123.05 (CTAF)

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

**MISSED APPROACH:**
- Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

**DME/DME RNP -0.3 NA.** VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 1/4 SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**CIRCLING**
- Systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

** Ephemeris**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

**MISSED APPROACH:**
- Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

**DME/DME RNP -0.3 NA.** VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 1/4 SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**CIRCLING**
- Systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**Ephemeris**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

**MISSED APPROACH:**
- Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

**DME/DME RNP -0.3 NA.** VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 1/4 SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**CIRCLING**
- Systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**Ephemeris**

**AWOS-3PT**

**PORTLAND APP CON**

**CLNC DEL**

**UNICOM**

**MISSED APPROACH:**
- Climb to 800 then climbing right turn to 2400 direct AVMAW and hold.

**DME/DME RNP -0.3 NA.** VDP and Baro-VNAV NA when using Wiscasset altimeter setting. When local altimeter setting not received, use Wiscasset altimeter setting and increase LPV DA to 319 feet, LNAV/VNAV DA to 467 feet and all MDA 80 feet. Increase LNAV/VNAV visibility all Cats to 1 SM, LNAV Cat C/D to 1 SM and Circling Cat C to 2 1/4 SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**CIRCLING**
- Systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
- For inop ALS increase LNAV/VNAV all Cats visibility to 1 1/2 SM. For inop ALS when using Wiscasset altimeter setting increase LPV all Cats visibility to 3 1/2 SM, LNAV/VNAV all Cats visibility to 1 3/4 SM and LNAV Cat C/D to 1 1/4 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
Rwy 31 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at ENE VOR/DME on T295/V93 southwest bound.

Procedure NA for arrival on BGR VORTAC airway radials 239 CW 251.

Procedure NA for arrival on BGR VORTAC airway radials 239 CW 251.

Procedure NA for arrivals at ENE VOR/DME on T295/V93 southwest bound.

Procedure NA for arrivals at ENE VOR/DME on T295/V93 southwest bound.

Procedure NA for arrivals at ENE VOR/DME on T295/V93 southwest bound.

Visual Segment - Obstacles.

Category A B C D

LNAV MDA 480-1 425 (500-1) 480-1¼ 425 (500-1¼)

SIRCLING 580-1 525 (600-1) 720-1¾ 665 (700-1¾) 1140-3 1085 (1100-3)

MISSED APPROACH: Climbing left turn to 2000 direct ANCOR and hold, continue climb-in-hold to 2000.
Circling to Rwys 13, 31 NA at night.
Circling NA northeast of Rwys 19 and 31.
Inop table does not apply to S-ILS 19 all Cats, S-LOC 19 Cats C/D.

---

**AWOS-3PT**
- **118.375**

**BOSTON CENTER**
- **135.7**
- **282.2**

**UNICOM**
- **122.8 (CTAF)**

---

**BURINGTON**
- **117.8 BTV**
  - Chan 122
  - **6000 180° (20)**

**MONTPELIER**
- **110.8 MPV**
  - Chan 45
  - **6000 248° (21)**

**MALSR**
- **1110 MSLR**

---

**AWOS-3PT**
- **RUTLAND SOUTHERN VERMONT RGNL (RUT)**

---

**LOC/DME R-14**
- **111.7**
  - Chan 54
  - **5003**
  - **787**

**APP CRS**
- **194°**

**Rwy Idg**
- **787**

**Apt Elev**
- **787**

**DME required.**

---

**MISSING APPROACH:** Climb to 2840 then climbing right turn to 5700 on heading 360° and CAM VOR/DME R-033 to KOPVE/R-16.3 DME and hold.

---

**S-ILS 19**
- **2162-5 1375 (1400-5)**

**S-LOC 19**
- **2160-3 1373 (1400-3)**
- **2160-1 1373 (1400-1)**
- **2160-1 1373 (1400-1/½)**
- **2160-1 1373 (1400-1/2)**
- **2160-1 1373 (1400-1/2½)**

---

**CIRCLING**
- **2160-3 1373 (1400-3)**
- **2160-1 1373 (1400-1)**
- **2160-1 1373 (1400-1½)**
- **2160-1 1373 (1400-1½½)**

---

**CIRCLING**
- **2520-3 1733 (1800-3)**

**LOCALIZER 111.7**
- **RUTLAND-SOUTHERN VERMONT RGNL (RUT)**

**UNICOM**
- **BOSTON CENTER**
- **111.7**
- **282.2**

**Chan 45**
- **110.8**
- **5700 NoPT**

**Chan 122**
- **117.5**
- **5400 M**

---

**GENERAL:**
- **AWOS-3PT**
- **RUTLAND SOUTHERN VERMONT RGNL (RUT)**

---

**NE-1, 07 OCT 2021 to 02 DEC 2021**

---

**RUTLAND, VERMONT**

---

**LOC/HOLD**
- **10 NM**

---

**CIRCLING**
- **2160-3 1373 (1400-3)**
- **2160-1 1373 (1400-1)**
- **2160-1 1373 (1400-1½)**
- **2160-1 1373 (1400-1½½)**

---

**MALSR**
- **1110 MSLR**
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Springfield altimeter setting and increase all MDA 500 feet. Rwys 1 helicopter visibility reduction below 1 SM NA. Circling NA E of Rwys 19 and 31.

**Category B**

**GVAH**

**UNICOM**

**AWOS-3PT**

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<thead>
<tr>
<th>Category</th>
<th>A</th>
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<th>C</th>
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<td>3100-1/2</td>
<td>3100-3</td>
<td>2313 (2400-3)</td>
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</table>

**Final approach course offset 16 degrees.**

**Procedure NA for arrivals at JAMMA on V229 southbound.**

**Procedure NA for arrival on CAM VOR/DME airway radials 345 CW 108.**

**Amdt 1** 02FEB17

**43°32'N-72°57'W**
RNAV (GPS) Y RWY 19

**RUTLAND-SOUTHERN VERMONT RGNL (RUT)**

**Amdt 3 08NOV18**

**RUTLAND, VERMONT**

**AL-968 (FAA)**

**21056**

**WAAS CH 65830 W19A**

**APP CRS 194°**

**Rwy Idg**

**TDZE**

**Apt Elev**

**5003**

**787**

**787**

**RUTLAND-SOUTHERN VERMONT RGNL (RUT)**

**MALSR**

**MISSED APPROACH: Climb to 2700, then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.**

**AWOS-3PT 118.375**

**BOSTON CENTER 135.7 282.2**

**UNICOM 122.8 (CTAF) 0**

**Procedure NA for arrival on BTV VOR/DME airway radials 135 CW 202.**

**Procedure NA for arrivals at JOGIM on V487 southbound.**

**MISS APCH FIX**

**5 NM**

**JOGIM**

**5700 NoPT**

**5000 5700**

**180° (36.6)**

**LNAV Cat C. Baro-VNAV NA. Inop table does not apply to LPV, LNAV/VNAV all Cats; LNAV Cat C. Baro-VNAV NA.**

**CEKRA (FAF)**

**BTV (IF/IAF)**

**5700 6000**

**GP 3.20° TCH 54**

**5 NM**

**HOLD 3.6 NM 3.6 NM 4 NM 5 NM**

**014° 194°**

**5 NM to RW19**

**5700 direct JOGIM and hold, 2700, then climbing right turn to 5700**

**194°**

**to RW19**

**RNP APCH.**

**Circling NA northeast of Rwys 19 and 31. Circling Rwy 13, 31 NA at night. Inop table does not apply to LPV, LNAV/VNAV all Cats; LNAV Cat C. Baro-VNAV NA.**

**BURLINGTON (IAF)**

**CEKRA**

**JOQIM**

**194° (3.6)**

**3900 194° (3.6)**

**1744 2409**

**867 2172**

**2726**

**LECEG**

**4800 194° (3.6)**

**5700 to GITKE**

**5700 NoPT 180° (36.6)**

**3230**

**4235**

**3957**

**5400**

**M SA RW 19 25 NM**

**procedure NA for arrival on MPV VOR/DME airway radials 173 CW 237.**

**SE-1, 07 OCT 2021 to 02 DEC 2021**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**NE-1, 07 OCT 2021 to 02 DEC 2021**
RNAV (GPS) Z RWY 19

RUTLAND, SOUTHERN VERMONT RGNL (RUT)

Circling NA northeast of Rwys 19 and 31.
Circling Rwy 13, 31 NA at night.
Inop table does not apply to LNAV/VNAV all Cats.
Baro-VNAV NA. For inop ALS, increase LPV all Cats visibility to 1/2 miles.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5700 direct JOGIM and hold, continue climb-in-hold to 5700.
† Missed approach requires minimum climb of 420 feet per NM to 3200; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19.

Procedure NA for arrivals at JOGIM on V487 southbound.

Procedure NA for arrivals at JOGIM on V487 southbound.
DME required for LOC only.

- Rwy 7 helicopter visibility reduction below 1/2 SM NA.
- DME from ENE VOR/DME.
- Simultaneous reception of I-SFM and ENE DME required.

**MISSP AIRPORT:**
- Climb to 2500 direct ENE VOR/DME and hold, continue climb-in-hold to 2500.

**AWOS-3PT**
- **120.025**

**PORTLAND APP CON**
- **119.75 269.35**

**CLNC DEL**
- **121.725**

**UNICOM**
- **123.075 (CTAF)**

**CAT A**
- **111.5**

**ELEV**
- **244**

**TDZE**
- **241**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 3/4 SM NA. 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 1/4 SM, increase all MDA 40 feet, and Circling Cat C visibility 3/4 SM.

MISSING APPROACH: Climb to 3000 direct YEYUV and on track 085° to ENE VOR/DME and hold, continue climb-inhold to 3000.

**RNAV (GPS) RWY 7**

**SANFORD SEACOAST RGNL (SFM)**

**AWOS-3PT** 120.025  
**PORTLAND APP CON** 119.75 269.35  
**CLNC DEL** 121.725  
**UNICOM** 123.075 (CTAF)

**SANFORD, MAINE**

Orig:D 26MAR20

43°24’N - 70°42’W

**RW07A**

**APP CRS** 075°  
**rwy Idg** 6389  
**TDZE** 241  
**Apt Elev** 244

**SANFORD SEACOAST RGNL (SFM)**

RNAV (GPS) RWY 7

**SANFORD, MAINE**

**APP CRS** 075°  
**rwy Idg** 6389  
**TDZE** 241  
**Apt Elev** 244

**SANFORD SEACOAST RGNL (SFM)**

RNAV (GPS) RWY 7

**SANFORD, MAINE**

**APP CRS** 075°  
**rwy Idg** 6389  
**TDZE** 241  
**Apt Elev** 244

**SANFORD SEACOAST RGNL (SFM)**

RNAV (GPS) RWY 7

**SANFORD, MAINE**

**APP CRS** 075°  
**rwy Idg** 6389  
**TDZE** 241  
**Apt Elev** 244
RNAV (GPS) RWY 25
SANFORD SEACOAST RGNL (SF'M)

Baro-VNAV and VDP NA when using Rochester, NH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ½ SM NA, DME/DME RNP-0.3 NA. Inop table does not apply to LPV or LNAV Cats A/B. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cats C/D visibility to 1½. 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 SM; increase all MDA 40 feet, LNAV Cats C/D visibility ½ SM; and Circling Cat C visibility ⅛ SM; for inop ODALS, increase LNAV/VNAV all Cats visibility to 1½ and LNAV Cat C/D visibility to 1½.

**ODALS**: Climbing to 1000 then climbing left turn to 2400 direct GUNTY and hold.

**UNICOM**: 123.075 (CTAF)

Procedure NA for arrivals at SAPPE on V268 northeast bound.

Procedure NA for arrivals at MHT VOR/DME on V106 southeast bound.

**MISSED APPROACH**: 2400 direct GUNTY and hold.

**APP CRS** 255°

**TDZE** 235

**Apt Elev** 244

**AWOS-3PT** 120.025

**PORTLAND APP CON** 119.75 269.35

**CLNC DEL** 121.725

**LAN**

**GUNTY**

**ZIRMU**

**SAPE**

**MANCHESTER MHT**

**SANFORD, MAINE**

**ORIG C 26MAR20**

**43°24'N - 70°42'W**

**SANFORD SEACOAST RGNL (SF'M)**

**RNAV (GPS) RWY 25**
RNAV (GPS) RWY 32
SANFORD SEACOAST RGNL (SFM)

**Procedure NA for arrivals at MESH on V268 northeast bound.**

**Procedure NA for arrivals at SEROC on V167 southbound.**

**AWOS-3PT**

<table>
<thead>
<tr>
<th>Portland App Con*</th>
<th>Clinc Del</th>
<th>Unicom</th>
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</thead>
<tbody>
<tr>
<td>120.025</td>
<td>119.75</td>
<td>121.725</td>
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**APP CRS** 316°

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<th>RwY Idg</th>
<th>TDZo</th>
<th>Apt Elev</th>
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<tr>
<td>4999</td>
<td>239</td>
<td>244</td>
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</table>

**RNP ACH**

**AWOS-3PT**

- 120.025

**PORTLAND APP CON**

- 119.75
- 269.35

**Clinc Del**

- 121.725

**Unicom**

- 123.075 (CTAF)

**Category**

- C
- D

**LNAV MDA**

- 660-1
- 421 (500-1)

**CIRCLING**

- 760-1
- 516 (600-1)

**Sanford, Maine**

**AWOS-3PT**

- 120.025

**Portland App Con**

- 119.75
- 269.35

**Clinc Del**

- 121.725

**Unicom**

- 123.075 (CTAF)

**Category**

- C
- D

**LNAV MDA**

- 660-1
- 421 (500-1)

**Circling**

- 760-1
- 516 (600-1)

**Sanford Seacoast Rgnl (SFM)**

**RNAV (GPS) RWY 32**

**Sanford, Maine**

**Amdt 1 17JUN21**

**AWOS-3PT**

- 120.025

**Portland App Con**

- 119.75
- 269.35

**Clinc Del**

- 121.725

**Unicom**

- 123.075 (CTAF)

**Category**

- C
- D

**LNAV MDA**

- 660-1
- 421 (500-1)

**CIRCLING**

- 760-1
- 516 (600-1)

**Sanford Seacoast Rgnl (SFM)**

**RNAV (GPS) RWY 32**

**Sanford, Maine**

**Amdt 1 17JUN21**

**AWOS-3PT**

- 120.025

**Portland App Con**

- 119.75
- 269.35

**Clinc Del**

- 121.725

**Unicom**

- 123.075 (CTAF)

**Category**

- C
- D

**LNAV MDA**

- 660-1
- 421 (500-1)

**CIRCLING**

- 760-1
- 516 (600-1)
Inoperative table does not apply to S-25 Cats A/B. For inoperative ODALS, increase S-25 Cats C/D visibility to 1½. When local altimeter setting not received, use Rochester, NH altimeter setting increase all MDA 40 feet, S-25 Cats C/D visibility 1½ SM, and Circling Cat C visibility ½ SM; for inop ODALS, increase S-25 Cats C/D visibility to 1¾. Rwy 25 helicopter visibility reduction below ½ SM NA. Rwy 32 helicopter visibility reduction below 1 SM NA.

AWOS-3PT  120.025
PORTLAND APP CON *  119.75  269.35
CLNC DEL  121.725
UNICOM  123.075 (CTAF)

SANFORD, MAINE

SANFORD SEACOAST RGNL (SFM)
RNAV (GPS) RWY 2
SOUTHBORIDGE MUNI (3B0)

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Aply Elev</th>
</tr>
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<tbody>
<tr>
<td>022°</td>
<td>3501</td>
<td>696</td>
<td>699</td>
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</table>

**Category: B**

**Unicom**: 122.8 (CTAF)

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<thead>
<tr>
<th>YANKEE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.0 327.1</td>
<td>122.8</td>
</tr>
</tbody>
</table>

**Procedure NA** for arrivals at DVANY on V229 and V1 southwest bound.

**Procedure**

- Climb to 3000 direct JENBE and via track 202° to RURBY and via track 202° to WITNY and hold.
- Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDAs 80 feet, increase LPV all Cats and LNAV Cat C visibility ½ SM, and Circling Cat C visibility ½ SM.

**Missed Approach**

- Climb to 3000 direct JENBE and via track 292° to RURBY and via track 202° to WITNY and hold.

**Unicom**: 119.0 327.1

**Restriction**: NE-1, 07 OCT 2021 to 02 DEC 2021

**Chart Information**

- **WAAS CH 42616**
- **Rowi 25 NE-1, 07 OCT 2021 to 02 DEC 2021**

**Elevation**: 699

**TDZE**: 696

**RNAV (GPS) RWY 2**

**Categories**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1018-1½</td>
<td>322 (400-1½)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1300-1</td>
<td>604 (700-1)</td>
<td>1300-1½</td>
<td>604 (700-1½)</td>
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<tr>
<td>CIRCLING</td>
<td>1360-1</td>
<td>661 (700-1)</td>
<td>1360-1½</td>
<td>661 (700-1½)</td>
</tr>
</tbody>
</table>

**Notes**

- Use Worcester altimeter setting, when not received use Bradley Intl altimeter setting and increase all DA 72 feet and all MDAs 80 feet, increase LPV all Cats and LNAV Cat C visibility ½ SM, and Circling Cat C visibility ½ SM.

**Procedure NA** for arrivals on PVD VOR/DME airway radials 263 CW 321.

**SOUTHBORIDGE, MASSACHUSETTS**

**Orig-C**: 08OCT120

**42°06'N 72°02'W**

**379**
RNAV (GPS) RWY 5
HARTNESS STATE (SPRINGFIELD) (VSF')

**APP CRS**
- Rwy Idg: 5501
- TDZE: 575
- Apt Elev: 578

**RNP APCH - GPS.**

- Circling Rwy 11, 23, 29 NA at night.
- Rwy 5 helicopter visibility reduction below 3/8 SM NA.

- 25°C

**ASOS**
- 121.425

**BOSTON CENTER**
- 134.7 381.4

**UNICOM**
- 122.8 (CTAF)

**HOLD**
- 5 NM

**MSC RW05 25 NM**

**MISSED APPROACH:** Climb to 2100 then climbing right turn to 4400 direct LISBE and hold.

**CIRCLING**

- LGIS and descent angles not coincident (LGIS Angle 4.00/TCH 59).

**SPRINGFIELD, VERMONT (VSF)**

- **Amdt 1 12AUG21**

**HARTNESS STATE (SPRINGFIELD) (VSF')**

**RNAV (GPS) RWY 5**

**KEYNN**

**MIRL Rwy 5**

**MIRL Rwy 5-23 and 11-29**

**LNAV MDA**
- 1780-1 1205 (1300-1 1/4)
- 1780-1 1/2 1205 (1300-1 1/2)
- 1780-3 1205 (1300-3)
- 2600-3 2022 (2100-3)

**Springfield, Vermont**

**Amdt 1 12AUG21**

**43°21'N-72°31'W**
LOC RWY 5
HARTNESS STATE (SPRINGFIELD) (VSF')

DME required.
RNAV 1-GPS required.

Rwy 5 helicopter visibility reduction below ½ SM NA.
Circling to Rwy 11, 23, 29 NA at night.

ASOS
121.425

BOSTON CENTER
134.7 381.4

UNICOM
122.8 (CTAF)

LOC/ DME I-VSF
111.3
Chan 50

APP CRS
TDZE
Rwy Idg
5501
575
Apt Elev
578

5 NM Holding Pattern

DORIS
KO3PE

WILNO
NEIVA
MENNE

1760
782
1408
1125

I-VSF 13
I-VSF 6.9
I-VSF 6.9

4400 No PT
069° (7.7)

2953
(IAF)
JUBUB

231°

231°

2000
4400

WILNO I-VSF 13

5 NM

Holding Pattern

2000
4400

2900

WILNO I-VSF 13

6000
231°
051°

3700

2900

3.5° Channel 59

3.50°

5400

381°

231°

5 NM

2.6 NM

2.6 NM

3.5 NM

3.5 NM

LOCALIZER 111.3
I-VSF
 Chan 50

4400

2000

HOLD

2900

MISSED APPROACH: Climb to 2000
then climbing right turn to 4400
direct WILNO/13 DME and hold.

3.5 NM

2.6 NM

from FAF

051° 6.1 NM

1185 (1200-3)

1185 (1200-1/2)

1200-1/4

1185 (1200-1/4)

1182 (1200-1/2)

1182 (1200-1/2)

2022 (2100-3)

1161

1116

1276

1239

1125

1100

1080

1000

900

800

700

600

500

400

300

200

100

0

134

132

130

128

126

124

122

120

118

116

114

112

110

108

106

104

102

100

98

96

94

92

90

88

86

84

82

80

78

76

74

72

70

68

66

64

62

60

58

56

54

52

50

48

46

44

42

40

38

36

34

32

30

28

26

24

22

20

18

16

14

12

10

8

6

4

2

0

ELEV 578
TDZE 575

ELEV 578
TDZE 575

NE-1, 07 OCT 2021 to 02 DEC 2021

43°21'N - 72°31'W

381
Use Bedford altimeter setting; when not received, use Boston altimeter setting and increase all MDAs 60 feet and visibility Cat B ½ SM. Circling NA to Rwy's 12 and 30. Rwy 21 helicopter visibility reduction below ½ SM NA. Circling Rwy 3 NA at night.

---

**RNAV (GPS) RWY 21**

**MINUTE MAN AIR FLD (6B6)**

Procedure NA for arrivals on MHT VOR/DME on V490 eastbound.

Procedure NA for arrivals on GDM VOR/DME airway radials 042 CW 111.

**Category**

- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>Category</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>960-1</td>
<td>960-1</td>
</tr>
<tr>
<td>B</td>
<td>692 (700-1)</td>
<td>680 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td>692 (700-1)</td>
<td>740 (800-1)</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**

Climbing right turn to 2000 direct ERIGY and hold.

**REIL Rwy 21**

**LIRL Rwy 3-21**

**MINUTE MAN AIR FLD (6B6)**

**RNAV (GPS) RWY 21**
Circling NA to Rwy 4 and 22. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C (27°F) or above 54°C (130°F). Baro-VNAV NA when using New Bedford altimeter setting. DME/DME RNP-0.3 NA. Rwy 12 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Bedford altimeter setting and increase LPV DA to 425 feet, LNAV/VNAV DA to 448 feet and all MDA 40 feet, increase LPV and LNAV/VNAV visibilities all Cats ½ SM, increase LNAV Cat C/D visibility ½ SM, and increase Circling Cat D visibility ¾ SM.

MISSED APPROACH: (Do not exceed 210K until INNDY) Climb to 500 then climbing right turn to 3000 direct INNDY and hold, continue climb in hold to 3000.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>PROVIDENCE APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>132.675</td>
<td>128.7  269.525</td>
<td>122.7 (CTAF)</td>
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RAVAD REQUIRED

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>391-11/6</td>
<td>350 (400-11/6)</td>
<td>391-11/6</td>
<td>350 (400-11/6)</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>414-11/4</td>
<td>373 (400-11/4)</td>
<td>414-11/4</td>
<td>373 (400-11/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>540-1 499 (500-1)</td>
<td>540-1 499 (500-1)</td>
<td>540-1 499 (500-1)</td>
<td>540-1 499 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>560-1 518 (600-1)</td>
<td>580-1 538 (600-1)</td>
<td>560-1 518 (600-1)</td>
<td>580-1 538 (600-1)</td>
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</tbody>
</table>

TAUNTON, MASSACHUSETTS

AL-5175 (FAA)

RNAV (GPS) RWY 12

TAUNTON MUNI - KING FLD (TAN)

41°52'N-71°01'W

383
Circling NA to Rwys 4 and 22. Rwy 30 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 46°C.

Procedure NA for arrivals at GAILS on V151 eastbound and on V141 southeast bound.

Procedure NA for arrivals at ZUNUX on V167 southeast bound.

Procedure NA for arrivals at GAILS on V151 eastbound and on V141 southeast bound.

Procedure NA for arrivals at ZUNUX on V167 southeast bound.

Procedure NA for arrivals at GAILS on V151 eastbound and on V141 southeast bound.
ILS or LOC RWY 24
MARTHA’S VINEYARD (MVY)

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.

Use I-MVY DME when on the localizer course.

Procedure NA for arrivals
at PEAKE on
Procedure NA for arrivals

** S-LOC Categories C & D visibility to RVR 1800, When using Hyannis altimeter setting.
For inoperative MALSR when using Hyannis altimeter setting, increase S-LOC Categories C & D visibility to 1/2 mile. Climbing Rwy 15 NA at night. ** RVR 1800 authorized

For inoperative MALSR when using Hyannis altimeter setting, increase S-LOC Categories C & D visibility to 1/2 mile. Climbing Rwy 15 NA at night. ** RVR 1800 authorized

With use of FD or AP or HUD to DA (NA when using Hyannis altimeter setting).
RNAV (GPS) RWY 6
MARATHA'S VINEYARD (MVY)

**RNP APCH.**

RW 6 helicopter visibility reduction below 1/2 SM NA, VDP and Baro-VNAV NA when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 362 feet and all Cats visibility by 1/4 SM, increase LNAV/VNAV DA to 408 feet and all Cats visibility 1/2 SM; increase all MDAs 60 feet and Cats C and D visibility 1/2 SM. Circling Rwy 15 NA at night.

**ATIS**

<table>
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<th>BOSTON APP CON</th>
<th>VINEYARD TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tr>
<td>TWY</td>
<td>119.7</td>
<td>121.4</td>
<td>124.35</td>
<td>124.35</td>
<td>119.7</td>
<td>122.95</td>
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</table>

**DEEPO**

Procedure NA for arrivals at DEEPO V46 southwest bound.

**LPV DA** 308-3/4 250 (300-3/4)
**LNAV/VNAV DA** 354-1 296 (300-1)
**LNAV MDA** 420-1 362 (400-1)
**LNAV/CIRCLING**

<table>
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<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>6.6 NM</td>
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</tr>
<tr>
<td>4 NM</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>1 NM</td>
<td></td>
<td></td>
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**MISSED APPROACH:**
Climb to 800 then climbing right turn to 3000 direct DEEPO and hold.
Procedure NA for arrivals at AVONN on V268 southwest bound.

Procedure NA for arrivals at FALMA on V130-374-405 westbound.

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 ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

Procedure NA for arrivals at BENNT on V266 southwest bound.

Procedure NA for arrivals at AVONN on V268 southwest bound.

Procedure NA for arrivals at FALMA on V130-374-405 westbound.

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 ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.

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 ½ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 15 NA.
RNAV (GPS) RWY 33

MARSHA'S VINEYARD (MVY)

**MISSED APPROACH:**
Climb to 1400 then climbing left turn to 2000 direct BENNT and hold.

**ATIS**
126.25
**BOSTON APP CON**
119.7
**VINEYARD TOWER**
121.4 (CTAF)
**GND CON**
124.35
**CLNC DEL**
124.35
**CLNC DEL** (When twr closed)
119.7
**UNICOM**
122.95

**BARO-VNAV NA** when using Hyannis altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. RWY 33 helicopter visibility reduction below 1/4 SM. When local altimeter setting not received, use Hyannis altimeter setting and increase LPV DA to 370 feet. LNAV/VNAV DA to 393 feet, and all visibility 1/4 SM, increase all MDA 60 feet and Cat C and D visibilities 1/4 SM. Circling RWY 15 NA at night. VDP NA with Hyannis altimeter setting.

Procedure NA for arrivals on ACK VOR/DME airway radials 280 CW 300.

**VINEYARD HAVEN, MASSACHUSETTS**

**ELEV 67**
**TDZE 66**

**RNAV (GPS) RWY 33**

**MARSHA'S VINEYARD (MVY)**
VINEYARD HAVEN, MASSACHUSETTS

ATIS 126.25
BOSTON APP CON * 119.7
VINEYARD TOWER * 121.4 (CTAF)
GND CON 124.35
CLNC DEL 124.35
(When twr closed)
CLNC DEL 119.7
UNICOM 122.95

VOR/DME MVY
114.5
Chan 92
APP CRS Rwy Idg 5504
TDZE 58
Apt Elev 67

DME required. Rwy 6 helicopter visibility reduction below ¾ 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 ½ mile. Night landing: Rwy 15 NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via MVY VOR/DME R-180 to CLAMY INT/ACK 23.9 DME and hold.

MARTHA’S VINEYARD (MVY)

Radar Required

WERID MVY [13] RADAR
BEDOW MVY 6.5 RADAR
JODEL MVY [3]
MVY [1.7]
MVY VOR/DME

MARTHA’S VINEYARD
114.5 MVY
Chan 92

VINEYARD TOWER
UNICOM

VINEYARD HAVEN, MASSACHUSETTS

Amdt 2B 06DEC18

390
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Night landing: Rwy 14 NA. Helicopter visibility reduction below ½ 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 ft; increase all MDAs 40 ft and increase S-LOC 5 Cat C/D and Circling Cat D visibility ¼ SM. 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 ½ mile and S-LOC 5 Cat C/D visibility to 1½ mile. Autopilot coupled approach NA below 600.

Procedure NA for arrivals on AUG VOR/DME airway radial 053 CW 141.
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; increase LPV DA to 544 feet; LNAV/ VNAV DA to 623 feet and all visibilities 3/4 SM; increase all MDAs 40 feet and Circling Cat C visibility 3/4 SM. Night Landing: Rwy 14 NA. For inop MALSF, increase LNAV/VNAV Cat D visibility to 1 mile and LNAV Cats C/D visibility to 3/4 mile. For inop MALSF, when using Augusta altimeter setting, increase LPV all Cats visibility to 3/4 mile, LNAV/VNAV Cat D visibility to 1 1/2 mile, and LNAV Cat D visibility to 1 mile.

**MALSF**

**MISSING APPROACH:** Climb to 1000 then climbing right turn to 3000 direct PEYSI and hold.

**AWOS-3PT**

**PORTLAND APP CON**

**CLINC DEL**

**UNICOM**

118.375

128.35 299.2

124.6 299.2

122.7 (CTAF) 0

Procedure NA for arrivals at NOLL on V3-39 westbound.

Procedure NA for arrivals at RAZZR on V93 southwest bound and V302 southeast bound.

**4 NM Holding Pattern**

**PEYSI**

**CVLRY**

**EKLAY 1.9 NM to RW05**

**RW05**

**0.9 NM to RW05**

**LNAV only.**

**LNAV DA**

509-3/4 200 (200-3/4)

**LNAV/ VNAV DA**

588-3/4 279 (300-3/4)

**LNAV MDA**

620-3/4 311 (300-3/4)

**CIRCLING**

860-1  527 (600-1)  1100-2  767 (800-2 4/4)  787 (800-2 2/4)

**AWOS-3PT**

**PORTLAND APP CON**

**CLINC DEL**

**UNICOM**

118.375

128.35 299.2

124.6 299.2

122.7 (CTAF) 0

Procedure NA for arrivals at NOLL on V3-39 westbound.

Procedure NA for arrivals at RAZZR on V93 southwest bound and V302 southeast bound.

**4 NM Holding Pattern**

**PEYSI**

**CVLRY**

**EKLAY 1.9 NM to RW05**

**RW05**

**0.9 NM to RW05**

**LNAV only.**

**LNAV DA**

509-3/4 200 (200-3/4)

**LNAV/ VNAV DA**

588-3/4 279 (300-3/4)

**LNAV MDA**

620-3/4 311 (300-3/4)

**CIRCLING**

860-1  527 (600-1)  1100-2  767 (800-2 4/4)  787 (800-2 2/4)

**AWOS-3PT**

**PORTLAND APP CON**

**CLINC DEL**

**UNICOM**

118.375

128.35 299.2

124.6 299.2

122.7 (CTAF) 0

Procedure NA for arrivals at NOLL on V3-39 westbound.

Procedure NA for arrivals at RAZZR on V93 southwest bound and V302 southeast bound.

**4 NM Holding Pattern**

**PEYSI**

**CVLRY**

**EKLAY 1.9 NM to RW05**

**RW05**

**0.9 NM to RW05**

**LNAV only.**

**LNAV DA**

509-3/4 200 (200-3/4)

**LNAV/ VNAV DA**

588-3/4 279 (300-3/4)

**LNAV MDA**

620-3/4 311 (300-3/4)

**CIRCLING**

860-1  527 (600-1)  1100-2  767 (800-2 4/4)  787 (800-2 2/4)
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; increase LPV DA to 618 feet and all visibilities ½ SM; increase all MDAs 40 feet and increase LNAV Cat C and Circling Cat D visibility ½ SM. VDP NA when using Augusta altimeter setting.

MISSED APPROACH: Climb to 3000 direct JEGIS and via 177° track to RAZZR and hold.

AWOS-3PT 118.375
PORTLAND APP CON* 128.35 299.2
CLNC DEL 124.6 299.2
UNICOM 122.7 (CTAF)
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. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

DDH ASOS 135.925
BOSTON CENTER 123.75 338.2
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 1

MISSED Approach: Climbing right turn to 5000 direct GRISY and hold.

Visual Segment - Obstacles.
Inoperative table does not apply. DME/DME RNP-0.3 NA.
Rwy 7 Straight-in and Circling and Circling Rwy 14 and 32 NA at night.

Procedure NA for arrivals at KURTY on V188-374 westbound and on V16 southwest bound.

Procedure NA for arrivals on GON VOR/DME airway radials 100 CW 257.

Procedure NA for arrivals at GARRD on V139 southwest bound and on V34 westbound.

Procedure NA for arrivals on SEY VOR/DME airway radials 261 CW 310.

MISSED APPROACH: Climbing left turn to 2100 direct LAFAY and hold.
LOC RWY 7

Inoperative table does not apply. Rwy 7 Straight-in and Circling and Circling Rwy 14 and 32 NA at night.

MISSED APPROACH: Climbing right turn to 2000 via I-RLS SW course to KLUTZ INT/I-RLS 5.6 DME and hold.

WESTERLY, RHODE ISLAND

AL-5249 (FAA)

MALSF

NE-1, 07 OCT 2021 to 02 DEC 2021

Amdt 6A 10JAN13

64°21'N-71°48'W

397
Circling Rwy 15 NA at night. DME from BAF VORTAC, DME use requires simultaneous reception of I-BAF and BAF DME. For inop ALS, increase S-ILS 20 Cat E visibility to RVR 4000; increase S-LOC 20 Cat E visibility to 3 SM; increase PETGE fix minimums S-LOC 20 Cat E visibility to 1/2 SM.

MALSR

MISSING APPROACH: Climb to 1300 then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb-in-hold to 4000.

Procedure NA for arrival on GDM VOR/DME airway radials 209 CW 298.

PETGE FIX MINIMUMS (DME REQUIRED)

S-ILS 20
1260/40 990 (1000-1/4) 1260/55 990 (1000-1) 1260-2 1/2 990 (1000-2 1/4)

S-LOC 20
1260-1 1/4 990 (1000-1 1/4) 1260-1 1/2 990 (1000-1 1/2) 1260-3 990 (1000-3) 1660-3 1390 (1400-3)

CIRCLING
1260-1 1/4 990 (1000-1 1/4) 1260-1 1/2 990 (1000-1 1/2) 1260-3 990 (1000-3) 1660-3 1390 (1400-3)

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, 07 OCT 2021 to 02 DEC 2021

WESTFIELD/BARNES RGNL (BAF)
RNAV (GPS) RWY 2
WESTFIELD-BARNES RGNL (BAF)

RNP APCH.

Baro-VNAV NA when using Bradley Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

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 ¼ mile. Rwy 2 helicopter visibility reduction below ¾ SM NA.

ATIS
127.1 263.15

YANKEE APP CON
125.35 281.5

WESTFIELD TOWER
118.9 (CTAF) 251.1

GND CON
121.7 289.4

CLNC DEL
121.7

Procedure NA for arrival at MOLDS on V39-93 eastbound and T300 northwest bound.

VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 50).
Baro-VNAV NA when using Bradley Intl altimeter setting. 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. When local altimeter setting not received, use Bradley Intl altimeter setting and increase LPV DA to 561; LNAV/VNAV DA to 996 and increase all Cats visibility to 2½; all MDA 60 feet and LNAV Cats B, C, D and E visibility to 1½. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV all Cats visibility to 2½, LNAV Cat E visibility to 1½. Night landing: Rwy 15 NA.

-21°C

ATIS 127.1 263.15 YANKER APP CON 125.35 281.5 WESTFIELD TOWER* 118.9 (CTAF) 121.7 251.1 GND CON 289.4 CLNC DEL 121.7
For inoperative MALSR, increase Cat A/B visibility to RVR 5000. Night landing: Rwy 15 NA.

MALSR

MISSING APPROACH: Climb to 1200, then climbing right turn to 4000 direct CTR VOR/DME and hold, continue climb in hold to 4000.
Night landing: Rwy 15 NA.
Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 via the BAF VORTAC R-028 to KLYDE INT and hold.

RADAR REQUIRED

VOR or TACAN RWY 2
WESTFIELD-BARNES RGNL (BAF')

ATIS
127.1 263.15

YANKEE APP CON
125.35 281.5

WESTFIELD TOWER*
118.9 (CTAF) 251.1

GND CON
121.7 289.4

CLNC DEL
121.7

R-028
VOR or TACAN RWY 2
WESTFIELD-BARNES RGNL (BAF')
TAKEOFF MINIMUMS:
Rwy 2: 200-1½ or standard with minimum climb of 210’ per NM to 600, or alternatively, with standard takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1200’ prior to DER.
Rwy 15: 400-1½ or standard with minimum climb of 460’ per NM to 800.
Rwy 20: Standard.
Rwy 33: Standard with minimum climb of 340’ per NM to 1800.

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: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 024° to 1700, then as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 1300, then as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RUNWAY 20: Climb on heading 204° to 1400, then as assigned for radar vectors to HFD VOR/DME, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 1500, then as assigned for radar vectors to HFD VOR/DME, thence....

....from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 3000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
RNAV (GPS) RWY 23

WESTOVER ARB METROPOLITAN (KCEF)

**ATIS**
127.525

**BRADLEY APP CON/DEP CON**
125.35 281.5

**TOWER**
134.85 (CTAF) 348.75

**GND CON**
118.35 275.8

**APCH CRS**
228°

**Rwy Idg**
11,598

**TDZE**
241

**Arpt Elev**
241

**ALSF-1**

**MISSING APPROACH**: Climb to 3000 direct HERKK and hold.

**RNP APCH**

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems,
Procedure NA below -15°C (5°F) or above 54°C (130°F).

EMERG SAFE ALT 100 NM 6400

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
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<tbody>
<tr>
<td>LNAV/VNAV DA*</td>
<td>776/55</td>
<td>535</td>
<td>(600-1)</td>
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<td>LNAV MDA**</td>
<td>840/24 599 (600-1/2)</td>
<td>840-1 1/4</td>
<td>599 (600-1)</td>
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<td>C CIRCLING***</td>
<td>840-1 1/4 599</td>
<td>840-1 3/4 599 (600-1/2)</td>
<td>980-2 1/4 739 (800-2)</td>
<td>1000-2 1/4 759 (800-2)</td>
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**NE-1, 07 OCT 2021 to 02 DEC 2021**

**SPRINGFIELD CHICOPEE, MASSACHUSETTS**

Amdt 1 16JUL20
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 ½ mile. VDP NA with Lyndonville altimeter setting. Circling to Rwy 28 NA at night.

Procedure NA for arrivals at MPV VOR/DME via V-447 southwest bound.

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 45).

REIL Rwy 10 and 28
MIRL Rwy 10-28

-lg-
Procedure NA at night. DME/DME RNP 0.3 NA. Rwy 9 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDAs 80 feet; increase LP and LNAV Cat C and Circling Cats A/B visibility 1/4 SM, increase Circling Cat C visibility 1/2 SM.

Procedure NA for arrivals on HFD VOR/DME airway radials 053 CW 143.

Procedure NA for arrivals on ORW VOR/DME airway radials 238 CW 011.

ASOS
133.675

YANKEE APP CON
127.8 269.325

CLNC DEL
128.6

UNICOM
122.975 (CTAF)

Amdt 1C 15JUL21

NE-1, 07 OCT 2021 to 02 DEC 2021

WILLIMANTIC, CONNECTICUT

RNAV (GPS) RWY 9

WINDHAM (IJD)

RNAV (GPS) RWY 9
Procedure NA at night. DME/DME RNP-0.3 NA. Rwy 27 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet, increase LP and LNAV Cat B and Circling Cats A/B visibility ¼ SM, increase LP, INAV and Circling Cat C visibility ½ SM.

Procedure NA for arrivals on ORW VOR/DME airway radials 141 CW 283.

Procedure NA for arrivals on PUT VOR/DME airway radials 321 CW 082.
**WILLIMANTIC, CONNECTICUT**

**VOR-A**

**WINDHAM (IJD)**

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>CIRCLING</td>
<td>1020-1</td>
<td>1020-1½</td>
<td>1120-2½</td>
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**FAF to MAP 4.7 NM**

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<th>90</th>
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**338° 4.7 NM from FAF**

**ReIL Rwy 27**

**MIRL Rwy 9-27**

**Procedure NA at night. Visibility reduction by helicopters NA.**

**NoPT for arrivals on ORW VOR/DME airway radials 057 CW 259.**

**MSA ORW 25 NM**

**ORW VOR/DME One Minute Holding Pattern**

**ORW VOR/DME ORW**

**ORW RAKET INT**

**IAF NORWICH 110.0 ORW 338° Chan 37**

**Amdt 9B 15JUL21**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**ASOS**

133.675

**YANKEE APP CON**

127.8 269.325

**CLNC DEL**

128.6

**UNICOM**

122.975 (CTAF) 0

**WILLIMANTIC, CONNECTICUT**

**AL-5250 (FAA)**

**21196**

**VOR/DME ORW 110.0 Chan 37**

**APP CRS 338°**

**Rwy Idg TDZE N/A**

**Apt Elev 246**

**AIRPORTS**

NE-1, 07 OCT 2021 to 02 DEC 2021

**WINDHAM (IJD)**

**VOR-A**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

41°45'N-72°11'W

417
ILS or LOC RWY 6
BRADLEY INTL (BDL)

MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.

Radar required for procedure entry.

**BRADLEY TOWER**

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<th>Channel</th>
<th>Frequency</th>
<th>Category</th>
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<td>351.8</td>
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**LOC/DME I-BDL**

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**APP CRS/LOC**

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<td>058°</td>
<td>173</td>
<td>A</td>
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**LOC**

<table>
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<th>Channel</th>
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<tbody>
<tr>
<td>122.8</td>
<td>139.0</td>
<td>C</td>
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</table>

**Alternate Approach**

- ILS or LOC RWY 6

**Holding Pattern**

- One Minute Holding Pattern
  - PENNA INT I-BDL 12.8
  - JANID INT I-BDL 9.9
  - HUNEE INT I-BDL 6.9
  - JETIX I-BDL 4.9

**VGSI and ILS Glidepath Not Coincident**

- VGSI Angle 3.00/TCH 71
- VGSI and ILS glidepath not coincident

**JETIX Fix Minimums (DME Required)**

<table>
<thead>
<tr>
<th>Category</th>
<th>S-ILS 6</th>
<th>S-LOC 6</th>
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<tbody>
<tr>
<td>A</td>
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<td>B</td>
<td>1160/40</td>
<td>1160/55</td>
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<td>C</td>
<td>1160/60</td>
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<td>D</td>
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**RADAR Required for Procedure Entry**

**FAF to MAP 4.9 NM**

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<td>60</td>
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<td>150</td>
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<td>180</td>
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</table>
ILS or LOC Rwy 33

BRADLEY INTL (BDL)

Inop table does not apply to S-ILS 33 all Cats. For inop ALS, increase S-LOC 33 Cat A/B visibility to RVR 5500 and Cat C/D to RVR 6000.

**MALSF**

**MISSING APCH FIX**

**CLNC DEL**

**CPDLC**

**GND CON**

**BRADLEY TOWER**

**YANKEE APP CON**

**D-ATIS**

**WINDSOR LOCKS, CONNECTICUT**

**AL-460 (FAA)**

**REGION**

**Barnes**

**113.0**

**110.0 ORW**

**HADUX INT**

**HOLD**

**Holding Pattern**

**LOCALIZER 108.55**

**I-IKX**

**Chan 22(Y)**

**TWR**

**345**

**APP CRS**

**Rwy Idg**

**6847**

**171**

**MISSED APPROACH: Climb to 4000 then right turn direct BAF VORTAC and hold.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval.
SA CAT II: Requires specific OPSPEC, MSPEC or LOA approval.
MISSED APPROACH: Climb to 4000 then left turn direct BAF VORTAC and hold.
RNAV (RNP) Z RWY 6
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 SM.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

APP CRS 
058°

TDZE 173
Apt Elev 173

APP Ldg 9509

RNAV glidepath not coincident (VGS Angle 3.00°/TCH 71).

See planview for multiple IF locations.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1 SM.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

APP CRS 
058°

TDZE 173
Apt Elev 173

APP Ldg 9509

RNAV glidepath not coincident (VGS Angle 3.00°/TCH 71).

See planview for multiple IF locations.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

APP CRS 
058°

TDZE 173
Apt Elev 173

APP Ldg 9509

RNAV glidepath not coincident (VGS Angle 3.00°/TCH 71).

See planview for multiple IF locations.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

APP CRS 
058°

TDZE 173
Apt Elev 173

APP Ldg 9509

RNAV glidepath not coincident (VGS Angle 3.00°/TCH 71).

See planview for multiple IF locations.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.

APP CRS 
058°

TDZE 173
Apt Elev 173

APP Ldg 9509

RNAV glidepath not coincident (VGS Angle 3.00°/TCH 71).

See planview for multiple IF locations.

MISSED APPROACH:
Climb to 3000 on track 058° to KIBBE and hold.
RNAV (RNP) Z RWY 24
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required.
For inop ALS, increase all Cats visibility to 1½ SM.

RNAV (RNP) Z RWY 24
BRADLEY TOWER
GND CON
CLNC DEL
CPDLC

D-ATIS
YANKEE APP CON
BRADLEY TOWER
GND CON
CLNC DEL
CPDLC

APP CRS
238°

Rwy Idg
9509
TDZE
170
Apt Elev
173

118.15
123.95 290.55
125.35 281.5
(061°-240°)
(241°-060°)

[Diagram of airport and surrounding area]

Procedure NA for arrivals at KIBBE on V146-405 southeast bound.

For inop ALS, increase all Cats visibility to 1½ SM.

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). GPS required.
For inop ALS, increase all Cats visibility to 1½ SM.

D-ATIS
118.15

1765

MISSED APPROACH: Climb to 3000 on track 238° to PENNA and hold.

Authorization Required

CATEGORY
A
B
C
D

RNP 0.30 DA

622/60

452 (500-1½)

WINDSOR LOCKS, CONNECTICUT
Amdt 1 29MAR18

41°56'N-72°41'W

RNAV (RNP) Z RWY 24
BRADLEY INTL (BDL)

Amdt 1 29MAR18

41°56'N-72°41'W
RNAV (GPS) Y RWY 6
BRADLEY INTL (BDL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Climb to 3000 direct KIBBE and hold.

Procedure NA for arrival on HFD VOR/DME airway radials 235 CW 282.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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

DEPARTURE ROUTE DESCRIPTION

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....

....on 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.
NOTE: Chart not to scale.

**COASTAL NINE DEPARTURE**

**TOP ALTITUDE:** 4000

**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.

**TAKEOFF MINIMUMS:**
Rwys 6, 15, 24: Standard.
Rwy 33: Standard with minimum climb of 340' per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on assigned heading for RADAR vectors to HFD VOR/DME, thence...
TAKEOFF RUNWAY 15: Climb on heading 148° or as assigned for RADAR vectors to HFD VOR/DME, thence...
TAKEOFF RUNWAY 24: Climb on heading 238° or as assigned for RADAR vectors to HFD VOR/DME, thence...
TAKEOFF RUNWAY 33: Climb on heading 328° or as assigned for RADAR vectors to HFD VOR/DME, thence...

...from over HFD VOR/DME proceed on HFD VOR/DME R-143 to THUMB INT, then on HTO VOR/DME R-010 to YODER INT, then on CCC VOR/DME R-057 to CCC VOR/DME, then on assigned route. Maintain 4000 or assigned altitude. Expect clearance to requested flight level 10 minutes after departure.
RNAV (GPS) RWY 7
WISCASSET (IWI)

**ASOS**
135.725

**PORTLAND APP CON**
119.75 289.35 (112°-292°)
120.4 299.2 (293°-111°)

**UNICOM**
122.8 (CTAF)

**Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet.**

**Procedure NA for arrival at RAZZR on V93 northeast bound.**

**RSNAV (GPS) RWY 7**

**ELEV 70**
**TDZE 70**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

**NOLLI**
3000 (12.1)

**MSA RW07 25 NM**

**RAZZR**

**WISCASSET, MAINE**
Orig B 18JUL19

**43°58'N - 69°43'W**

435
Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Rockland altimeter setting and increase all MDA 80 feet.

**RNAV (GPS) RWY 25**

**WISCASSET (IWI)**

**ASOS**
- 135.725

**PORTLAND APP. CON**
- 119.75 289.35 (112° - 292°)
- 120.4 299.2 (293° - 111°)

**UNICOM**
- 122.8 (CTAF)

**NOLL**
- 3400 106° (12)

**TEKTE**
- 3000 107° (12.1)

**Procedure NA for arrival at RAZZR on V93 northeast bound and on V302 northwest bound.**

**364**
- 267 250° to RW25

**370**
- 1.8 NM to RW25

**ITUXY**
- 304 3400 (12)

**43°58'N - 69°43'W**

**NE-1, 07 OCT 2021 to 02 DEC 2021**

RNAV (GPS) RWY 25

WISCASSET, MAINE

Orig-B 18JUL19

43°58'N - 69°43'W
**ILS or LOC RWY 11**

**Worcester RGNL (ORH)**

- **ATIS**: 126.55
- **YANKEE APP CON**: 119.0 327.1
- **Elev**: 1009
- **TDZE**: 980
- **GND CON**: 123.85
- **CLNC DEL**: 128.65
- **UNICOM**: 122.95

**Invalid**: DME required. For inop ALS, increase S-LOC 11 Cat C and D visibility to 1 1/2 SM. When control tower closed: Inop table does not apply to S-ILS 11 all Cats. When control tower closed: for inop ALS, increase S-LOC 11 Cat C and D visibility to 1 1/2 SM.

**MISSING APPROACH**: Climb to 1800 then climbing right turn to 3000 on heading 230° and GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3000.

**Alternate Missed Approach**: Climb to 1800 then climbing right turn to 3000 on heading 230° and GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3000.

**Procedure NA for Arrival on GDM VOR/DME airway radials 179° CW 246.**

**Procedure NA for Arrivals at SPENO on V229 southwest bound and on V270 westbound.**

**NE-1, 07 OCT 2021 to 02 DEC 2021**
**MISSING 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.

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 all Cats visibility to 1/4 SM, increase S-LOC Cats C/D visibility to 1/4 SM, and Circling Cat B to 1/4 SM. Autopilot coupled approach NA below 1266 feet.

**ATIS**

<table>
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<tr>
<th>126.55</th>
<th>119.0</th>
<th>327.1</th>
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<td>GARDNER</td>
<td>110.6 GDM</td>
<td>Chan 43</td>
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**WORCESTER TOWER**

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<td>119.0 (When twr closed)</td>
<td>UNICOM 122.95</td>
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**LOC/DME**

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<th>Rwy Idg</th>
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**CIRCLING**

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<tr>
<td>S-ILS 29</td>
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<tr>
<td>S-LOC 29</td>
<td>1380/55</td>
<td>390 (400-1)</td>
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<tr>
<td>CIRCLING</td>
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<td>1720-1</td>
<td>2000-3</td>
<td>991 (1000-3)</td>
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**ELEV 1009**

**CIRCLING**

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<tr>
<td>S-LOC 29</td>
<td>1380/55</td>
<td>390 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1560-1</td>
<td>1720-1</td>
<td>2000-3</td>
<td>991 (1000-3)</td>
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</tbody>
</table>

**NE-1, 07 OCT 2021 to 02 DEC 2021**
DME required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.

**ILS RWY 11 (CAT II & III)
Worcester RGNL (ORH)**

**ATIS**
126.55

**YANKEE APP CON**
119.0 327.1

**WORCESTER TOWER**
120.5 (CTAF) 263.0

**GND CON**
123.85

**CLNC DEL**
119.0

**UNICOM**
122.95

**GARDNER**
110.6 GDM 
Channel 43

**109°** 

**Missed Approach:** Climb to 1800 then climbing right turn to 3000 on heading 230° and GDM VOR/DME R-167 to LAWRN/GDM 23 DME and hold, continue climb-in-hold to 3000.

**LOCALIZER 110.9**
Student/IFR (STL) 
Channel 46

**Alternate Missed Approach Fix**

**Procedure NA for arrival** on GDM VOR/DME airway radials 179 CW 246.

**109° 1 min**

**180°** 

**R-209** 

**1678** 

**1104** 

**GDM 23** 

**UNICOM**
122.95

**Worcester RGNL (ORH)**

**LAWRN GDM 23**

**TROYY INT**
PUS 7.8

**TDZE 980**

**1009**

**1560**

**Apt Elev**

**1192**

**1342**

**1678**

**1104**

**2800**

**289°**

**289°**

**289°**

**289°**

**Touch 55**

**GS 3.0°**

**R-030**

**1057'**

**117.4 PUT**

**115.6 PUT**

**R-209**

**1800**

**3000**

**DME required. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.**

**Worcester, Massachusetts**

**Amdt 25 07DEC17**

**42°16'N-71°53'W**

**ILS RWY 11 (CAT II & III)**

**Category II & III ILS - Special Aircrew & Aircraft Certification Required**
RNAV (GPS) RWY 11
WORCESTER RGNL (ORH)

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. Inop table does not apply to LPV all Cats. Inop table does not apply to LNAV Cats A/B.

Procedure NA for arrivals at SPENO on V229 southwest bound and V270 westbound.

Procedure NA for arrivals on BAF VORTAC airway radials 066 CW 121.

Procedure NA for arrivals at WITNY on V229 southwest bound.

LEGEND

- LNAV only

Inop table does not apply to LNAV Cats A/B.

Inop table does not apply to LPV all Cats.

DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F).
RNAV (GPS) RWY 29
Worcester Rgnl (ORH)

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.

Amdt 2 17AUG17

Procedure NA for arrivals at WHYBE on V1 eastbound.
When local altimeter setting not received, use Bedford altimeter setting and increase all MDAs 200 feet and visibility LNAV Cat C/D ¾ SM and visibility Circling Cat B ¼ SM.

VDP NA with Bedford altimeter setting.

MISSED APPROACH:
Climbing left turn to 3000 direct GRIPE and hold.

Procedure NA for arrival on GDM VOR/DME airway radials 071 CW 209.

Procedure NA for arrival at GRAYM on V14 northbound.
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.

When local altimeter setting not received, Bedford altimeter setting and increase all MDAs 200 feet; increase S-33 Cat C/D visibility 1/2 SM and Circling Cat B 1/2 SM.
R U N W A Y  C R O S S I N G  C L E A R A N C E S.

CAUTION: BE ALERT TO HOLDING INSTRUCTIONS IS REQUIRED.

107.9° E
14.1° W

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° E

VAR 14.1° W

EMAS

ATIS
126.55
WORCESTER TOWER
120.5 263.0
GND CON
123.85
CLNC DEL
128.65
119.0 (When Tower Closed)

R W Y  11-29
PCN 89 F/C/W/T
S-120, D-250, 2D-550

R W Y  15-33
PCN 35 F/C/W/T
S-85, D-120, 2D-210

TWR 1100

EMAS

GENERAL AVIATION PARKING
TERMINAL

AL-652 (FAA)

WORCESTER RGNL (ORH)

WORCESTER, MASSACHUSETTS

NE-1, 07 OCT 2021 to 02 DEC 2021
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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